

COACH

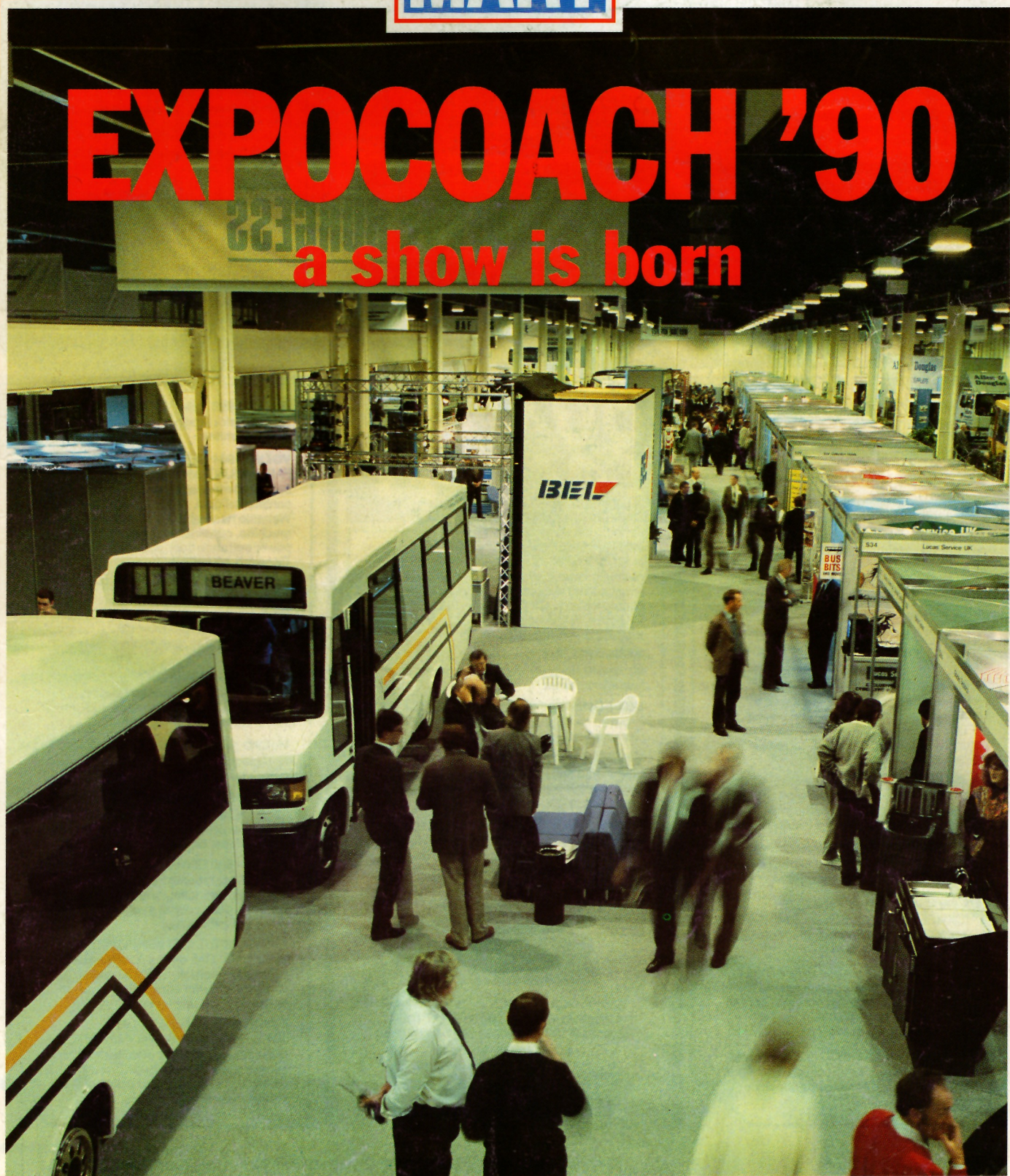
Issue 612 £1

MART

November 1 1990

EXPOCOACH '90

a show is born



Carlton P.S.V.

STOP PRESS

Just in. August 1982 Mercedes V8 twin turbo Van Hool Astromega, 76 recliners, toilet, washroom, double glazed. Voith retarder, tv/video, double fridge, coffee machine, 2 tables, double courier seat. MoT 17.10.91. Excellent condition. Stock No. 0025.

NEOPLAN

1988 Neoplan Skyliner, 77 seats, Gardner engine, ZF Automatic, radio/PA/cassette, TV/video monitor, VHS recorder, toilet, fridge, drinks. Stock No.0022.

1983/4 Neoplan Skyliner, 71-75 seats, Mercs V10 engine, 6 speed ZF gearbox, toilet, fridge, radio/PA, drinks machine. Stock Nos. 9017 to 9023.

1982 Neoplan Skyliner (with cherished plates), well preserved and maintained, very recently remoquetted (blue) and resprayed (white), 71 recliners, Mercedes V10, 6-speed ZF gearbox, toilet, fridge, drinks machine etc. This vehicle has been in regular daily use – a very clean example. Stock No.0004.

AEC

1977 PLAXTON EXPRESS, 53 seater, semi-auto gearbox, Bristol dome, white/black exterior, autumn tint moquette. MoT 3.10.91. Stock No.0006.

VOLVO

1984 VOLVO B10M Jonckheere P599, 49 recliners, toilet, coffee machine, continental door, double glazing, fridge, choice of 4.

1983 VOLVO B10M Jonckheere P599, various specifications, 48/51 seats, toilet, coffee machine etc, choice of 4.

1980 VOLVO B58 Air/Leaf Dominant, 12 metre, 53 seats, 48 recliners, 5 fixed, automatic gearbox, power door, tinted windows, curtains, side lockers, MoT Dec 1990. Stock No.0012.

1980 VOLVO B58, 11 metre, 51 seats, Alpha power door, Telma, white livery, red moquette and MoT Nov 90. Stock No.0014.

1979 VOLVO B58, 12 metre, 57 seats (re-moquetted), Alpha power door, side lockers, livery white and MoT Feb 91. Stock No.0015.

MAN

1982 SR 280, 47 recliners, Sutrak air conditioning, 6-speed gearbox, o/s centre power door, o/s centre sunken toilet, driver's bunk, fridge, drinks machine, tinted double glazed windows, Rollo blinds, courier seat, Webasto and timer, seat back nets, headrest covers, wheel discs, driver's locker. Stock No.0008.

SCANIA

1986 Scania Berkhof Eclipse double deck, 76 seats, toilet, double glazed windows, Telma, coffee machine, livery maroon/white, MoT April 1991. Stock No.0021.

BEDFORD

1981 Bedford YNT, 53 seater Plaxton, side lockers, autumn tint moquette, livery white blue/yellow stripes, reconditioned engine, new MoT Sept 1991. Stock No.M9014.

1980 Bedford PJK, 29 seater, Duple Dom, MoT 16.9.91. Stock No.0007.

1979 Bedford YMT, 53 seater Plaxton, red/cream exterior, red moquette. Stock No.M9036.

LEYLAND

1977 Leyland Leopard, 11 metre Plaxton Viewmaster, 41 recliners, toilet, power door, orange curtains.

1982 Leyland Leopard, 12 metre Dominant, 51 reclining seats, double glazed, Telma, radio/PA, Bristol dome, MoT Feb 1991. Stock No.9033.

1982 Leyland Leopard, 12 metre Plaxton, 49 seats, semi-auto gearbox, toilet, coffee machine, side lockers, new MoT 16.08.91. Stock No.0010.

1981 Leyland Leopard Duple Dominant, 53 seats, red moquette, livery white, new MoT 23.08.91.

1981 Leyland, 11 metre Plaxton, 53 seats (remoquetted), X'Press, side lockers, grey/red moquette, new MoT 29.08.91. Stock No.9013.

1981 Leyland, 12 metre Plaxton, 49 recliners, cream exterior, autumn tint moquette, new MoT 29.09.91.

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LEYLAND 1985 TIGER 245 PLAXTON PARAMOUNT 3500 12M, 51 str., autumn tint moquette, (46 reclining + 5 fixed at rear), power operated entrance door, TELMA retarder, courier seat, curtains, continental door, provision for driver's berth, all white.

LEYLAND 1984 TIGER 245 PLAXTON PARAMOUNT 3500 12M, 50 recliners, courier, power entrance door, double glazing, brown stripe moquette, all white.

LEYLAND 1982 TIGER 245 PLAXTON VIEWMASTER 12M, 49 recliners, green moquette, rear sunken toilet, continental door, double glazing, Webasto heating, driver's berth, aircraft style lockers to luggage racks, water boiler, fridge, T.V. + video wiring, cream/green.

BOVA 1984 EUROPA III Integral 12M, 49 str., beige/fawn/orange stripe moquette, centre sunken o/s toilet, continental door, wired for two T.V. monitors+video, drinks machine, Webasto heating, courier seat, carpets, power door, all white.

BOVA 1983 EUROPA II Integral 12M, 49 str, (44 recliners + 5 fixed), red moquette, power door, courier seat, curtains, toilet, continental door, TELMA, Webasto, driver's fan, all white.

BOVA 1982 EUROPA II Integral 12M, 52 recliners, red moquette, courier seat, curtains, power entrance door, cream/orange.

DAF 1983 (AUGUST) SB2300 DHS JONCKHEERE JUBILEE P599 12M, 49/53 recliners, red stripe moquette, demountable centre toilet, white/maroon/orange/red.

DAF 1983 DKFL PLAXTON PARAMOUNT 3200 12M, 51 recliners, autumn tint moquette, power door, double glazing, curtains, courier seat, continental door, Webasto, Telma retarder, white/green/black.

DAF 1983 DKFL VAN HOOL ALIZEE-H 12M, 48 recliners, Autumn tint moquette, rear floor mounted toilet, continental entrance door, white/grey/red.

QUALITY COACHES

DAF 1983 (NOVEMBER) DKFL JONCKHEERE JUBILEE P50 12M, 49 recliners, blue moquette, power door, o/s rear sunken toilet with continental door, double glazed tinted windows, Tempo 100, wired T.V./video, Telma retarder, drinks machine, magazine nets, all white.

BEDFORD 1986 YNV DUPLÉ 320 12M, 57 str., power door, grey/yellow moquette, tinted glass, cream/red.

BEDFORD 1985 YNT DUPLÉ LASER II, 53 str., grey/red moquette, power operated door, white/yellow/blue.

VOLVO 1986 B10M CAETANO ALGARVE 12M, 49/53 recliners, centre sunken demountable toilet, continental door, curtains, brown moquette, cream/orange/blue.

VOLVO 1986 B10M PLAXTON PARAMOUNT 3500 12M, 49 recliners, sunken toilet o/s rear, courier seat, curtains, fridge, water boiler, tinted side windows, beige/blue moquette, white+yellow/orange stripes.

MOSELEY

Moseley Group of Companies, Derby Road,
Loughborough, Leics. LE11 0AH.
Telex: 341327 Telefax: (0509) 610814
SCOTLAND (0236) 22445

**HEAD OFFICE
(0509) 213232**

VOLVO 1986 B9M PLAXTON PARAMOUNT 3200, 45 str., brown moquette, power entrance door, all white.

VOLVO 1984 (AUGUST) B10M PLAXTON PARAMOUNT 3500 12M, 49 recliners, beige/red moquette, rear sunken toilet with continental door, driver's berth, courier seat, Webasto heating, TELMA retarder, drinks machine, curtains, tinted double glazing, power entrance door, wired/boxed for T.V./video, silver/blue.

VOLVO 1984 (SEPTEMBER) B10M BERKHOF ESPIRITE HIGH-LINE 12M, 49 recliners, rear saloon toilet, courier seat, curtains, carpet, power entrance door, Webasto heating, grey/red moquette, all white.

VOLVO 1981 B58 PLAXTON SUPREME 12M, 49 recliners, brown moquette, toilet at nearside rear, power entrance door, tinted side windows, curtains, white.

VOLVO 1981 B58 DUPLÉ DOMINANT II 12M, 48 recliners, red moquette, rear n/s saloon toilet, rear servery, curtains, all white.

VOLVO 1980 B58 DUPLÉ DOMINANT II 11M, 53 str., recently re-trimmed in autumn tint moquette, power entrance door, side lockers, Bristol dome, all white.

VOLVO 1980 B58 PLAXTON VIEWMASTER 12M, 52 str., recently re-trimmed, brown moquette, rear toilet, bristol dome, power entrance door, courier seat, wiring for T.V. + video, white/blue/red.

VOLVO 1979 (LATE) B58 PLAXTON SUPREME 12M, air/leaf suspension, automatic gearbox, TELMA retarder, 51 recliners, autumn tint moquette, power entrance door, side lockers, all white.

SCANIA 1984 (AUGUST) K112 JONCKHEERE JUBILEE P599 12M, 51 recliners, grey/orange moquette, centre sunken toilet, driver's berth, TELMA retarder, wiring T.V. + video, water boiler, power entrance door, white.

COACH

Issue 612 £1

MART

November 1, 1990

5 News: Plaxton makes more redundancies; Kelvin Central's workers vote for pay cut and Bluebird Northern's agree on wage freeze; The King's Ferry gets first Berkhof Javelin.

13 BCC: New BCC president John Owen talks to Mark Williams about his aims for the future as a campaign is launched to promote the bus.

16 Fleet Update: Lynx are used on Luton Flyer service; a Tiger roars into Metrobus, of Orpington; Metroriders are delivered to the south and east.

19 Letters: Minister for Public Transport Roger Freeman is praised; there's insurance advice for a letter-writer; and a bus that featured in Nostalgia Corner is tracked down.

20 Diary: The film industry comes to Luton; a trip to Spain is a little too familiar; and Mealstop has details of an idea of how to get rid of old school buses.

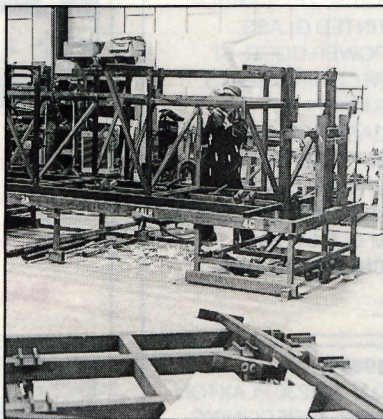
21 On Target: Marksman concludes his look at bonding by saying that traffic commissioners could help out.

23 Expo Coach: Big crowds visit Expo Coach at Donington...and they spend.
* COVER STORY.

28 Cambridge Plan: Verite Baker reports on a controversial plan to make drivers pay to use Cambridge city centre's congested roads.

31 Licensing & Legal: Traffic commissioner John Mervyn Pugh says he only gives advice to operators; Red Rose is fined; Heywood-based Atlantic Travel wins a new national licence following a business boom.

34 Tourism: Tourists are hungry to visit Cadbury World; Transport Secretary Cecil Parkinson helps Trusthouse Forte celebrate; Sicily bids to attract more visitors.



Jobs go at Plaxton's Scarborough factory

— see page 5



Coventry-based Supreme Coaches has been buying new vehicles— see page 17



All the latest news from Expo Coach 90

— see page 23

COMMENT

CONGRATULATIONS CISA! Expo Coach 90 provided the coach industry with a much needed injection of optimism last week.

Although initially viewed with some cynicism by the industry, the UK's new bus and coach show was a success with visitors and exhibitors alike. Over 2,100 accredited operators went to Donington over the three days. And Caetano, the first major player in the UK to sign up for the show, sold seven coaches throughout the show. AVE Berkhof took three firm orders for vehicles and generated some very useful leads. The suppliers exhibiting at the show also reported doing good business.

Anything that pushes aside the doom and gloom that has shadowed the industry of this year, has to be a good thing. It allows both buyers and sellers within the industry to see light at the end of the tunnel that they have worked so hard to come through.

Expo Coach 90 worked well for several reasons. It was organised by people who understand the industry, indeed CISA is part of it. It was promoted very effectively. And it was held in the right venue - well positioned, just the right size and with the invaluable asset of a test track next door.

But, good as it was, Expo Coach could have been better. There should have been signing on the roads leading to Donington. The vehicle selling space outside could have been bigger. And there needs to be a schedule for test drives on the track.

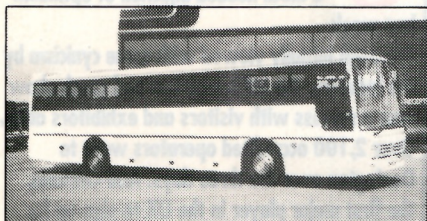
However, most of these criticisms came from the organisers themselves - which is probably the best sign the industry could hope for that Expo Coach will be even better in 1992. And, as that year is the curtain raiser to the single European market, it will have to be.

IT'S good to see Scots workers at Bluebird Northern agreeing to a wage freeze to ensure the best chance for the management/employee bid.

The Scottish Bus Group privatisation has demonstrated that workers can take their own future in their hands, with three of the four companies already sold going to management and employees. The companies and their workers stand to gain from destruction of the 'them and us' situation and a little more understanding and commitment from both sides.

How sad then, that Kelvin Central has been pulled down by its workforce taking industrial action over the past year, and now staff have been told by leaders of the MEBO bid that wages will have to be cut drastically to give the company a chance of making a go of privatisation.

DEALS THAT WORK FOR YOU!



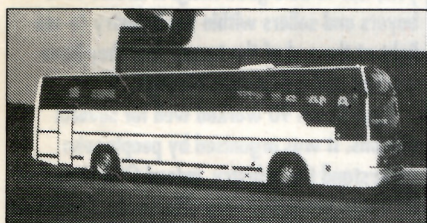
1989 F
DAF SB2300 DUPLÉ
320 SL ZF GEARBOX,
TINTED GLASS,
POWER DOOR, 57
RECLINING SEATS,
RADIO/P.A./
CASSETTE, ALL WHITE
EXTERIOR WITH
BROWN STRIPE
MOQUETTE INTERIOR,
M.O.T. 31.5.91.
CHOICE OF TWO.

DEPOSIT £20,000
18 MONTHS x £795
42 MONTHS x £1,395
BALLOON £20,000



1987 D
VOLVO B10M
PLAXTON 3500 4 STAR
53/49 RECLINING
SEATS, PLUS
COURIER, DOUBLE
GLAZED SIDE
WINDOW, FULL DRAW
CURTAINS,
DEMOUNTABLE
CENTRE TOILET,
AIRCRAFT TYPE RACK
DOORS, WEBASTO
HEATER, RADIO/PA/
CASSETTE, TV, VIDEO,
WATER BOILER, ALL
WHITE EXTERIOR WITH
GREY CHEVRON
MOQUETTE INTERIOR,
M.O.T. 16.5.91

DEPOSIT £20,000
12 MONTHS x £999
48 MONTHS x £1,699
BALLOON £15,000



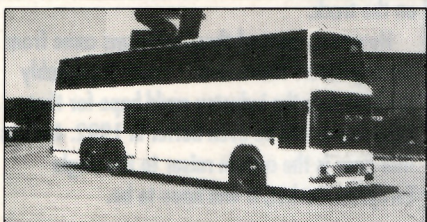
1988 E
DAF MB230 PLAXTON
3500, 49 RECLINING
SEATS, PLUS COURIER
SEAT, REAR SUNKEN
TOILET, CONTINENTAL
DOOR, DRIVER'S
BUNK, WATER BOILER,
WEBASTO HEATER,
TELMA, ABS, RADIO/
PA/CASSETTE,
FINISHED IN ALL
WHITE WITH GREY
CHEVRON MOQUETTE
INTERIOR. M.O.T. MAY
1991.
CHOICE OF TWO.

DEPOSIT £0,000
18 MONTHS x £999
42 MONTHS x £1,750
BALLOON £19,250



1985/86
LEYLAND TIGER 245/
260 DUPLÉ, HIGH
FLOOR COACHES,
FULLY REFURBISHED
BY S.J. LTD., FITTED
48/50 RECLINING
SEATS PLUS COURIER
SEAT, RETRIMMED IN
GREY CHEVRON
MOQUETTE, TINTED
GLASS, CURTAINS,
RADIO/PA/CASSETTE,
FINISHED IN WHITE,
M.O.T. JUNE 1991.
CHOICE OF FOUR.

DEPOSIT £15,000
12 MONTHS x £750
36 MONTHS x £1,182
BALLOON NIL



1988 E
DAF SB 3000 PLAXTON
4000 DOUBLE DECK
COACH, ZF 7 SPEED
GEARBOX, 74
RECLINING SEATS
PLUS COURIER SEAT,
TINTED GLASS,
CURTAINS, DRIVERS
BUNK, TOILET, WATER
BOILER, ALL WHITE
EXTERIOR WITH GREY
CHEVRON MOQUETTE
INTERIOR, M.O.T. MAY
1991.

DEPOSIT £2,000
18 MONTHS x £900
42 MONTHS x £1,979
BALLOON £40,000



1989 F
DAF SB2305 AND MB
230LB CHASSIS
CAETANO ALGARVE
BODY FITTED, 53
RECLINING SEATS
PLUS COURIER SEAT,
REAR CONTINENTAL
DOOR, TINTED GLASS
WITH FULL DRAW
CURTAINS, GREY OR
BROWN MOQUETTE
INTERIOR.
CHOICE OF FOUR.

DEPOSIT £20,000
12 MONTHS x £1,100
48 MONTHS x £1,599
BALLOON £15,000

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- ★ Subject to status and subject to vehicles remaining available

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EMPLOYMENT

Plaxton axes more jobs as sales continue to fall

PLAXTON has announced 99 redundancies at its Scarborough coachbuilding plant in its latest cost-saving drive.

Having announced 70 job losses at the factory in August, it actually shed just 20 workers at Scarborough. Plaxton offered the workforce the chance of saving the 50 by working 12 weeks on, one week off. However, it looks as if this and 135 jobs cut at Reeve Burgess so far this year have not been enough.

The arrangement was 'short-term' according to manufacturing managing director Neil Beresford, and was being reviewed



Plaxton's Scarborough factory: production has been cut by a quarter.

monthly. Now Plaxton has announced the loss of the 50 jobs plus a further 49 redundancies - a figure which Plaxton says fits

the saving required.

'Cutting back in a situation like this means there is a serious danger that it could destroy what we

have worked hard to create,' Mr Beresford has said. 'I understand there is consternation about this at the factory but I hope

people will understand the desperate background that has put us in this situation.'

Plaxton says the job losses are the result of the continuing decline in bus and coach sales, leading to over production. It claims to have cut production by 25 percent despite relatively good orders from its major fleet customers. Profit from Plaxton buses and coaches in the first half of this year dropped to £1.9 million from 1989's £4 million in the same period.

● Plaxton share prices fell to 53p last week, having achieved a high of 180p this year.

FIXTURES

Trip planned to giant USA show

TAPPINS Coaches is running a study tour for coach operators to America which will take in Bus Expo 91 - the biggest trade show ever to be held for the States' private bus and coach operators.

The organisers claim exhibits at Bus Expo 91 will fill the massive Louisiana Superdome and spill over into the Hyatt Regency hotel in New Orleans.

The three leading American business magazines will be involved in the supporting presentations for the first time:

Bus Ride will be kicking off the first day with a panel

discussion on coach maintenance.

National Bus Trader will cover buying and selling coaches on the second day.

Metro wraps up on day three with a session on privatisation of public owned bus services.

This programme will be backed up by a series of 'mini-seminars', including what promises to be a controversial discussion on what it means when one operator cheats on another in a deregulated market. Details of Tappins' tour are available from Paul Tappin on 0235 819393.

TAKEOVER

Shearings' staff changes are still awaited

SENIOR staff changes at Shearings were still unannounced last week following the takeover of the company by Rank.

The former Mecca companies with the Shearings name - Shearings Coach and Bus and Shearings Holidays and Hotels - are to be reincorporated leaving the position of some management in limbo.

The new position of Shearings Coach and Bus managing director Ian Longworth is still not known, following the announcement of Warner Holidays boss John Slatcher as the head of the new incorporated Shearings company.

● HRH The Princess Royal is to open the new Shearings depot at Bryn this week. The



Shearings: management reshuffle expected following Rank takeover.

£3.5 million development includes new workshop and paint shop facilities

which will undertake service contracts and repairs with other coach companies.

■EMPLOYMENT

Workers get jobs boost

SOME Bexleybus workers facing the dole queue after the loss of contracts from the Selkent subsidiary are to be offered new jobs on Selkent routes in West Woolwich and a LT tendered route won from Kentish Bus.

Selkent has ordered 14 Optare Metroriders for its new midibus services in West Woolwich - largely unserved by buses - and seven Dennis Darts with Wrights bodywork. Delivery of the Metroriders starts this week, with the Darts due around Christmas.

■FIXTURES

Stars will be out this month

YORKSHIRE Region of the BCC feels that as all coach operators are 'stars' it is calling its annual dinner and dance the '1990 Stars' Night Out.'

With a five-course meal, star cabaret and dancing, the dinner costs £18 per head and will be held at 7 pm for 7.30 pm prompt on Friday November 23 in the Flamingo Room, Keresforth Hall, Barnsley. Dress is either dinner or lounge suits.

Tickets available from Stephen Gray, Gray's Luxury Travel, 30-32 Sheffield Road, Hoyland Common, Barnsley S74 0DQ.

■FINANCE

Tax changes will help charity donations

CHARITABLE operators hoping to take advantage of new tax relief for donations will be helped by the Charities Aid Foundation bank account.

Under new rules, company donations from £600 to £5 million qualify for tax relief, but the lower figure is still too high for some single donations. The CAF charity account enables the donor to bank £600 or more to

get the tax concession but donate smaller sums from the account.

The CAF collects the tax rebate and adds it to the account, boosting all contributions banked by a third.

Payees from the account must be registered charities. *Full details of the new system from the Charities Aid Foundation, 48 Pembury Road, Tonbridge, Kent TN9 2JD, Tel:0732 771333.*

■PRIVATISATION



Kelvin Central: future is in the hands of workers.

Kelvin workers vote for pay cut

KELVIN Central workers have voted overwhelmingly to take a pay cut, cuts in overtime payment and pay £300 apiece towards the Scottish Bus Group subsidiary's employee/management buyout.

The company, in the throes of privatisation, says it can save a massive £1.9 million in

pay but places the future of Kelvin in the hands of its workers, who are to have three directors on the proposed board of the firm.

Eighty-five percent of the 1,522 employees voted to accept a deal, which limits pay to £4 including overtime and holiday pay. Bonuses will be cut, no new uniforms will be issued,

and some staff will work 40 hours for 38 hours pay.

A letter to employees explains that outside buyers may strip assets and 'enforce even harsher wages and employment conditions' without passing back the benefits of profitability.

A buyer's name is not expected for several weeks.

...and Bluebird agrees on wage freeze

ALL 500 Bluebird Northern employees and directors have agreed to a year long wage freeze if they succeed in buying the company out of SBG ownership.

Managing director John Westaby, who is leading a management employee buyout bid for 206 vehicle Bluebird, said the pay freeze would 'give us some

financial backing for 1991 - the first year of privatisation.'

Mr Westaby is leading the MEBO, which would give him and fellow directors Robert Harvey and Ian Macintosh and financial institutions 51 percent of the company. The remaining 49 percent would be in the hands of employees through direct purchase

and an ESOP.

Mr Westaby said he was 'quietly confident' of buying the company and 'quietly confident of making a go of it once we've bought it.'

'Otherwise, we wouldn't be bidding,' he added.

Bluebird Northern made a loss of £0.5 million on a turnover of £10.2 million in 1989.

Scottish show sets records

SCOTLAND'S IRTE National Lecture and Display set new records, with attendance doubling - says the organisers. The transport show attracted 1,500 visitors. Both vehicle makers and support manufacturers reported good response to stands. The 1991 event is set for October 27 and 28.

■PRIVATISATION

Strathtay Scottish goes under the hammer

STRATHTAY Scottish is to be sold next in the Scottish Bus Group privatisation plan.

The Dundee-based company - which runs 167 vehicles from seven depots at Arbroath, Blairgowrie, Crieff, Dundee, Forfar, Montrose and Perth - is the seventh SBG firm to be sold. The 1989 turnover was £7.5

million

It employs 440 staff, and carried 12.5 million passengers in 1989. Among its fleet are 11 coaches, all toileted and five in Citylink livery, used on a mixture of express work, private hire and day excursions. Most are Duple-bodied Tigers.

Negotiation of the



company's management/employee buyout offer (MEBO) is still under way but it is

understood to include the provision of some equity from outside sources.

■ COMPETITION

Survey says competition has caused passenger fall

THE falling number of bus passengers is blamed on their confusion and lack of information caused by coach and bus companies' exposure to competition since the 1985 Transport Act - says a new report.

Since deregulation, bus travel has fallen by 16 percent in the metropolitan areas and by six percent in the shire counties - according to a joint report by Buswatch and the National Consumer Council.

'Britain's dwindling number of bus users still have difficulty in finding out in advance where buses are going, when they are likely to get there and how much

the journey will cost,' says the report - written by Buswatch national co-ordinator Dr Caroline Cahm.

Pointing to a lack of timetable and fare information at bus stations and bus stops, Dr Cahm said: 'Bus operators are afraid to co-operate over the timing and frequency of their journeys, and the time tabling of them, for fear they will be accused by the Office of Fair Trading (OFT) of breaking competition rules and be hauled before the Restrictive Practices Court (RPC).'

In addition, the report says operators do not see why they should publicise the activities of competitors.

Sixty six companies were threatened with being taken to the RPC by the OFT in October 1988 unless their agreements were amended to remove fare fixing and market sharing aspects. But the report says this had the effect of discouraging operators from running buses at regular intervals and producing joint fares and timetable information.

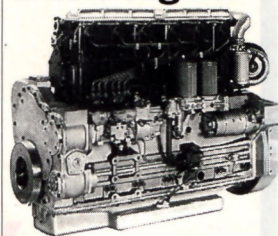
It concludes: 'There can be little doubt that the problems with passenger information since deregulation have played a very significant part in the continuing decline in travel by bus in many areas.'

The report calls for:

- Urgent clarification of what is and is not anti-competitive practice in the bus industry;
- Legal duty, backed by central government cash, for county councils and PTEs to provide up-to-date bus service information;
- Telephone and computerised bus information systems;
- Increased resources for traffic areas to pass on bus information quickly to councils;
- Bus companies to devote more effort and resources to publicity and promotion;
- The Government to reconsider its policy towards bus subsidies.

■ NEW ENGINE

Dominator gets a new engine



The LG 1200 engine: developed by Gardner and Perkins.

GARDNER'S new LG1200 engine is to be used by Dennis on its Dominator chassis.

A test vehicle is still being assembled at Dennis, using the 230 bhp rated engine - a joint development between Gardner and Perkins. The 12.7-litre six-cylinder power unit is shorter and lighter than the 10-litre 6LXB unit.

Dennis has also planned for 210 bhp, 250 bhp and 275 bhp engines.

■ FIXTURES

Operators flock to Expo Coach

EXPO Coach 90 attracted more than 2,000 operators through the doors of the Donington International Exhibition Centre.

According to organisers the Coach Industry Suppliers' Association, 2,108 principals - people in a position to choose vehicles and accessories - visited, and underlined the need for the show.

Now CISA is planning 1992's show with 30 percent more stand space, better outdoor facilities including scheduled test driving, and better catering for corporate entertaining.

'The show was a success, though CISA broke even as far as profit goes,'

said a CISA spokesman. 'We had hoped for a small profit but we are very pleased at the response to Expo Coach in its first year.'

CISA logged visitors on computer to help stand holders track down potential clients, and surveyed the response at each stand: 'More than 90 percent of standholders thought the response was either good or excellent according to questionnaires.'

'We've learned a great deal this time round and hope to put the lessons into practice for 1992. We have already set dates for the next show.'

A full Expo Coach round-up begins on page 23.

■ BUS

BEL launches new London scheme

BUS Engineering Limited has launched a 'Sameday Service' scheme in which London-bound coaches get servicing and cleaning and which solves the parking problem in one go.

The service allows the operator to set down his passengers then take the coach to the BEL works at Willesden, just off the North Circular, for servicing,

trim repairs and steam-cleaning until the coach is ready for the pick-up.

BEL is equipped to fit Gardner, Cummins and vertical Leyland power units among many others, and carries £8 million worth of spares on site including Plaxton and Duple seats. It is an appointed Caetano/Toyota service dealer.

■ LAUNCH

Alexander delivery pips Iveco

THE first Alexander 'Q' Type single deckers on mainland UK have been delivered to Caldaire subsidiary United Automobile - beating Iveco's launch of its Citybus based on the same Belfast bodywork.

Launch of the Iveco 480 Turbo Citybus will not be until early next year, after tilting and MIRA tests. It will have a 'Q' Type body - apart from the front and rear panels which will be Iveco - complete with badging and Iveco-style headlamps and tail lights.

But two buses on



Leyland Tiger: one of two delivered to United Automatic with Alexander 'Q' bodywork.

Leyland Tiger 'dropped frame' chassis are being used on Darlington-based United's Darlington-Middleton service. This Tiger chassis allows a low

step height and the vehicle seats 55 with room for 24 standees. The standard 'Q' Type vehicle features a more aerodynamic front and a raised roofline.

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■ NEW COACH

The King's Ferry gets Javelin commuter coach

THE first Berkhof Javelin - an automatic Excellence 1000 - has been sold to The King's Ferry as an experimental commuter coach.

The Javelin chassis vehicle, announced only weeks ago, was part of a large fleet order from The King's Ferry boss Peter O'Neill. He also shopped at Yeates during his trip up the M1, and took the last remaining five Mercedes 0303RHDs to be sold by the former Mercedes agent, which now retains only the franchise for smaller vehicles.

The final part of The King's Ferry order was two MAN 11.180 Berkhof 33-seaters, including the Expo Coach demonstrator, which Mr O'Neill said gave him his most

difficult choice.

'But I'm a bit of a sucker for Berkhofs,' he admitted. 'We had taken a look at Caetano and Jonckheere midis but I came back to Berkhof.'

Delivery of the Javelin is expected around May ready for a summer on the commuter network. Mr O'Neill says the cost saving for the lightweight chassis enables him to get the Berkhof quality which his clients want. The vehicle will be a 53-seater, and is unlikely to leave the UK while in service.

He said the commuter coach requirement is for around 20 vehicles, and the current fleet could be replaced by Javelins. Volvos and other heavyweights then will be freed for continental work.



MAN 11.180 Berkhof: final part of The King's Ferry order.

'One of the biggest maintenance expenses is clutches, both in parts and down time,' said Mr O'Neill. 'The automatics will hopefully reduce that cost, but we'll see.'

The Mercedes 0303RHDs will be used on private hire and commuter work, but marketed in a high price bracket. The vehicles, with Suttrak

air conditioning, are hoped to attract corporate work.

'We think we have given The King's Ferry a very good deal,' said Brian Walker, Yeates' sales manager. 'And we're delighted to have The King's Ferry on board.'

● *All the Expo Coach 90 news is in our special three-page feature starting page 23.*

■ TOURISM

Leeds tries to help drivers

LEEDS City Tourism is issuing coach operators a questionnaire in a bid to improve facilities for coach operators.

A purpose-built coach park is the long term aim, but in the interim the department wants to liaise with other departments to provide immediate solutions to the problems faced by operators. At the moment parking is limited to Quarry Hill, Meadow Road lorry park and Wellington Street car park. Building work at Quarry Hill is further constraining the small amount of available space.

Questionnaires are available from tourism officer Anita Rowell on 0532 462816.

■ AUCTION

Big turnout is expected at ADT

ADT Auctions is holding its next dedicated bus and coach auction at Belle Vue, Manchester, on Tuesday, November 6. This fourth auction of the year confirms ADT's commitment to regular PSV sales and the company anticipates an entry of over 100.

Commercial manager Derek Bolt told *Coachmart*: 'It's looking as though this sale will be very busy and bigger than earlier sales this year.' Known advance entries include 25 Go Ahead Northern vehicles (16 'deckers, two Leyland Nationals and seven Willowbrook/Leopards) and 12 buses from a large north west operator.

Inevitably many entries turn up on the morning of sale. Mr Bolt expects an equal split between buses and



ADT Auctions: good vehicle choice likely on November 6.

coaches - the majority of coaches in the £3,000-£12,000 range. Vehicles are promised from as far afield as Cornwall and Ayrshire.

ADT are optimistic that the coach industry has overcome its reservations about auctions as a means of buying and selling. Said Mr Bolt: 'They are still very wary because its new to them.'

Explaining the role of auctions, he said: 'We're not trying to take business from dealers - we complement what they are trying to do. Auctions are very much a Stock Exchange type of outlet. Dealers could use it as a means of moving stock around to give them a new profit opportunity.'

Auction prices reached at previous 1990 sales are agreed by all parties to be realistic. Advice to vendors from the world's largest auctioneers is to take the highest bid on the day, because you will not do better next time.

The November sale starts with service buses at 11 am, followed by minibuses/coaches, then full size coaches. The last vehicle going under the hammer about 3 pm.

■ FIRE

Operators flee from hotel fire

KINGSTON upon Hull's people earned the praise of coach operators caught up in the Royal Hotel fire, which destroyed the building.

Around 30 operators were sleeping in the hotel - while on a familiarisation visit - when an electrical fault started the fire and sparked off the fire alarms. Managing director of Stoke-on-Trent based Copeland's Tours Mike Burn said the reaction from everyone was fantastic.

'There was no panic when the alarm went off at 2.30 am,' he told *Coachmart*. 'I left the building via fire escapes and assembled with other residents at the front of the hotel.'

'A lot of people had left in a hurry in their nightdresses and pyjamas. They had nothing but what they were wearing.'

'The tourism department shifted us to two other hotels, then Kingston Upon Hull City Transport took us to Marks & Spencer, opened up specially for us at 7 am where four M & S staff let us have what we wanted.'

■ DIESEL WATCH

More price rises are on the way

BP prices look set to increase further - despite its recent pump price reductions.

Prices are in the process of being reduced from £2.09/gallon to £2/gallon, but price movements further up the market mean that the price decrease is unlikely to hold for long.

The Rotterdam international spot price for refined diesel has steadied at £150.35/tonne, which using Nat West's sterling/dollar exchange rate, is the same as the \$294/tonne in last week's Dieselwatch..

COACH

Midland Fox buys work from Kime's Coaches

MIDLAND Fox has taken over Folkingham-based Kime's Coaches' holiday tours, private hire business and associated goodwill.

In a move which is calculated to expand the activities of its newly-formed Ambassador Royale coach marketing division, Midland Fox appears to be increasing its commitment for coach tours, holidays and weekend breaks.

ABTA-bonded Ambassador was responsible for rescuing many passengers

stranded in Europe when Rugeley-based Antler Holidays collapsed in September without either a BCC or ABTA bond.

Managing director of Kime's Coaches John Kime would not go into detailed reasons for the sale of the business to Midland Fox. However, he said: 'I sold the business for many reasons - both commercial and personal'.

No vehicles are involved in the deal, but Kime's Coaches is now



Kime's Coaches: left with 20 vehicle fleet.

planning to sell three front line Plaxton-bodied 12-metre tourers, a Scania and two Volvos. 'This leaves us with a fleet of 20 vehicles to

run our bus work which includes six commercial local bus services and two tendered contracts for Lincolnshire County Council,' said Mr Kime.

The fleet includes eight double-deck Fleetlines and a mixture of dual-purpose Volvos, Bedfords, Javelins and Leopards.

Fox's Ambassador Royale is headed by marketing sales executive Brian Ryals, and markets coach tour, holidays and weekend break activities of its coaching subsidiaries.

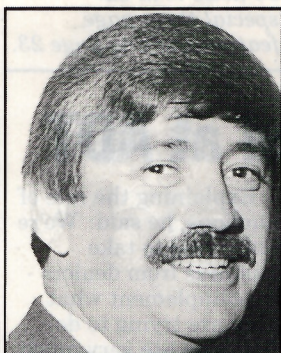
BUYOUT

Talks go ahead on Link Line deal

PMT Leisure's Brian Jones is negotiating the buyout of PMT's London-based Link Line Coaches and is setting up on his own.

Link Line, of Harlesden, was bought only last year by PMT, and now seems as if it will change hands again. Included in the deal will be an eight-vehicle executive coach fleet, the site, and existing work including lucrative BBC TV contracts.

The sale of Link Line from the PMT group brings with it the re-incorporation of the two-year-old PMT Leisure subsidiary into PMT Limited, the main operating company: 'Having lost Link Line, it seems more appropriate to do this,'



Brian Jones: setting up on his own.

said PMT group chairman Mike Moores. 'What remains is chiefly National Express work, and that is more akin to bus operation.'

Mr Moores said PMT coaching operations will continue to be handled by operations manager Carl Cornes.

PEOPLE

Wilson leaves Moseley

ALAN Wilson, former marketing director for Moseley has parted company with the Bova dealers following the decision of the company to sell its Bova shares to United Bus.

He told *Coachmart*: 'I have parted company amicably so that I can pursue other interests.'

Explaining his reason for leaving, Mr Wilson said: 'It follows the turnaround in Moseley strategy. Once all current new stock was sold, Moseley offered me an alternative role which was unacceptable. I want to stay with new products and will do just that. I shall be staying in the industry.'

LEGISLATION

Inspectorate explains speed limiter rules

THE Vehicle Inspectorate has clarified the rules for exemption from the new speed limiter legislation. A VI spokesman said vehicles would be exempt if there was documentary evidence that the maximum speed was below 60 mph.

Some operators feared that would mean costly searches for factory information about

preserved vehicles, but the VI says the 'documentary evidence' could be something as simple as a letter from an independent expert: 'Obviously we are aware of the types of vehicle which this concerns,' said the VI spokesman.

'And we may want to satisfy ourselves that the vehicle is incapable of 60 mph.'

BRIEFS

● **HARROW** Bus Station's facelift, badly needed after a summer of vandalism, is being discussed by consumer groups. London Transport is expecting to spend £300,000 on a new look for the station, having already provided better security and anti-graffiti measures. Two plans are being put before the public.

● **COACH** and Bus '91, set for October 18 to 20 of next year, is already facing a sell-out of stand space say the organisers. The Bus and Coach Council event is already being booked by major manufacturers and tourist groups. Contact **Apple Associates**. Tel: 076 881 838 for details.

● **LEWES** Coaches is to run two town routes, with hail and ride in residential areas. The experimental services - to be reviewed in May - link the town centre with Nevill Estate, Winterbourne and Wallands. The Brighton Bus subsidiary has also taken over some Brighton & Hove, and Greenline commuter services on route 773 under contract to West Sussex County Council.

● **DRAWLINE** has split its London & Country operation in two following the acquisition of Alder Valley's Guildford, Cranleigh and Woking sites. London & Country's Western region - which includes the AVE operations, and depots at Addlestone, Leatherhead, Guildford and Horsham - will be led by new managing director Bob Hodgetts while, Crawley, Croydon, Reigate and Newington Butts depots will be managed by new managing director John Piper. Both managing directors will retain their directorships of holding company London Country Bus (South West).

Coachmart is published by EMAP Response Publishing Ltd, Wentworth House, Wentworth Street, Peterborough PE1 1DS. Telephone 0733 63100.

Classified Advertising 0733 898111
Fax 0733 62656.

Telex 32157. ISSN 0953-8240

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Coachmart is only available by pre-paid subscription.

Domestic subscription rate is £45 per year, and Europe

(including Irish Republic) £75 per year. Worldwide air mail rate

is £100 per year. All rates include postage.

Contributions should be sent to The Editor, **Coachmart**,

Wentworth House, Wentworth Street, Peterborough PE1 1DS.

The Editor cannot accept responsibility for claims and

statements by authors and manufacturers whose views do not

necessarily represent those of the publisher, or for any mistakes

or misprints, although every care is taken to ensure accuracy.

Typesetting and colour origination:

Meridian Media Services Ltd, Orton Southgate, Peterborough.

Printing: Gibbons Barford Print, Willenhall, West Midlands.



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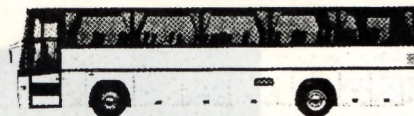
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BCC means business with '90s bus campaign

THE Bus and Coach Council this week launches its most important campaign of recent years to promote the bus. Following intensive studies which demonstrate the cost-effectiveness of buses in tackling urban congestion and pollution, the BCC has produced 'Buses mean Business' - a forthright report which it hopes will influence planners to give buses priority.

The report documents the downturn in bus usage but says current predictions will make effective urban transport a necessity. Even if it were possible to meet the growth of road transport with new roads, the result would be an unacceptable impact on the environment, it says.

The first stage proposed by the BCC involves the introduction of bus priority systems within cities now,

followed by a £17.5 million package of eight demonstration projects including green route schemes, park and ride, ethanol 'clean fuel' buses, trolleybus networks and better passenger facilities.

The BCC points out that bus lanes in Leeds and Bradford have cut journey times by 33 - 45 percent. In Paris, there are 300 miles of bus lanes, while London has just 40. Even so, London's scheme was estimated to have saved £16 million.

Minister for Public Transport Roger Freeman has already seen the report, and it was presented in a Press launch on Thursday (November 1). The BCC is hoping presentations of the report to local authorities will gain support, while central government or local governments will fund part or all of the demonstration projects.

Thamesdown boss is tough at the top

THE managing director of municipal company Thamesdown has taken over the presidency of the Bus and Coach Council just as the intensity of the public transport debate begins to get heated... and knows what that means.

The BCC's new campaign slogan is Buses Mean Business, but John Owen has no doubts that this means he too must mean business or risk damaging the campaign's considerable impetus.

The BCC has got to grips with the internal organisation and is now able to look outwards,' Mr Owen told *Coachmart*. 'I've seen the BCC change with the industry in a way that better equips it to deal with the problems it faces in the future.'

Mr Owen is well qualified to comment on those changes, having served as an officer of the BCC since before deregulation. He chaired the first local authority group in 1985 and followed that with the chairmanship of section B. The vice presidency came at around the same time.

Priority is to make decision-makers aware of the role of the coach and bus.

Such commitment does not come easy. Mr Owen freely admits he relies heavily on his own management team at Thamesdown, in Swindon, and those at the BCC for support. He sees his own role as a figurehead for the organisation.

'Whether I begin initiatives very much depends on what is happening at the time. Alan Westwell started the campaign to highlight the role of the bus. I must not dilute that with my own ideas. If we start dashing off in all directions we lose the most important message which we want to convey - the contribution that road-based public transport can make to tackling urban congestion and the green issues.'

'I must represent the outside face of what the BCC wants to achieve,' he says. 'The hard work part of it doesn't worry me. I have a working day which



John Owen: determined to steer industry into a better future.

begins at 7.15 am and ends at 6 pm every day.'

'The priority is to make the decision-makers at local and national level aware of the role of the bus and coach,' he adds. 'It grieves me that everybody at the moment is talking about LRT - it's sexy, it has the image. We've had a transport study in Swindon which reveals that to provide one line in Swindon requires £35 to £45 million, to serve something like a fifth of the population.'

'For that amount of money, I could provide free buses for six or seven years.'

What buses lack is the right image, says Mr Owen: 'It's a major problem, and one we have to address. We have to show what buses are capable of, then the image making will come with that.'

'A lot of the problem is that the decision makers do not use buses. Maybe that's why trains are second on the list next to cars.'

He says bus priority can be achieved - and has been achieved - with a few traffic orders, some traffic signs and a pot of white paint. The cost is tiny because many main roads have room for

another lane.

These bus priorities should be open to coaches, too, says Mr Owen: 'In the States, they look at buses not in isolation but as HOVs - high occupancy vehicles. There are HOV lanes over there. Coaches will get a spin-off from the BCC campaign for buses,' he adds.

He doesn't go along with the view that the hard times faced by consumers should have benefited the coach industry, as more of the public look for cheap alternative travel: 'That's never happened. In harsh trading conditions, coaching is in no way exempt from industry problems.'

'But the industry needs to show its professionalism by charging the rate for the job. The problem of operators underpricing is a difficult one. The only solution may be to continue to bang the drum, and that's something *Coachmart* has done well.'

Mr Owen believes the market will dictate the type and condition of coaches run on Britain's roads, and doesn't see

Industry needs to show professionalism and charge the rate for the job.

the need for legislation: 'Any operators with the wrong attitude or vehicles would be planning their own downfall.'

Another area in which coaching may have let itself down is in marketing its services, he comments: 'As an industry, we haven't been as sophisticated at marketing as airlines, for instance. There is less scope within coaching, because we are looking at a lower end of the market. We are getting there, but there is scope for seeing what can be done.'

'There is an untapped market for more upmarket business,' he agrees, and the sale of coaching to the corporate client will lift the image of the industry.

'I wonder how many operators who run a top-quality vehicle have actually shown that vehicle to corporate clients before trying to sell it?'



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Botel Services has more to offer

LEADING travel trade wholesaler Botel Services Ltd has just published its new brochure for the coming season - offering its widest ever selection of tours.

The company - which prides itself upon the relationship it enjoys with smaller coach operators and tour organisers - has introduced new tours to the Black Forest, Bavaria and the Italian lakes in addition to its ever-popular trips to destinations such as Paris, Amsterdam and the Rhine.

Botel Services was established almost five years ago and has subsequently developed into a major concern, having arranged more than 500 trips last season and easily surpassing the £1 million turnover mark.

The company has built-up a fine relationship with all the leading hotel chains and ferry companies as well as an ever increasing list of regular clients including Leger Travel - one of the UK's top coach tour operators.

In addition to its headquarters in Rotherham, it has set up a southern division - Botel South - which is based in Harlow, Essex, and caters for its southern clientele. Both offices arrange packages for the coach and travel industry which consist of accommodation and ferry crossings and also coach hire where requested.

No package is impossible for the Botel team and the company's flexibility ensures that tours can be tailor-made to the specific requirements of the operator/organiser - ranging from mini-weekends to 21 day European tours.

Botel Services feels its major advantages are its multilingual staff and 24 hour emergency service, plus its supply of detailed instruction manuals for the majority of its tours. Also, where time is of the essence, on the spot quotes are provided over the telephone in a matter of minutes.

The company also possesses all the latest technical innovations with Telex and Fax facilities and the very latest desk top documenters and photocopiers. As a result, Botel can help the smaller



Thiersee in Austria: a typical Botel destination.

operators with the costly process of artwork and brochure design at very reasonable prices.

The company firmly believes coach operators and tour organisers will be impressed by the trips featured in its new brochure.

The Meadowhall Tour is guaranteed to be a winner, featuring Europe's finest shopping mall, which was opened in Sheffield in September 1990. The

Meadowhall complex features 223 shops, five individual themed areas and an array of entertainment. There is a purpose-built coach park with space for 400 vehicles and superb drivers' facilities including TV room, pool table, kitchen, toilets and showers.

First class accommodation is also provided, based at the Queen's Moat House chain of hotels and the brand new Beeches Hotel in the South Yorkshire area.

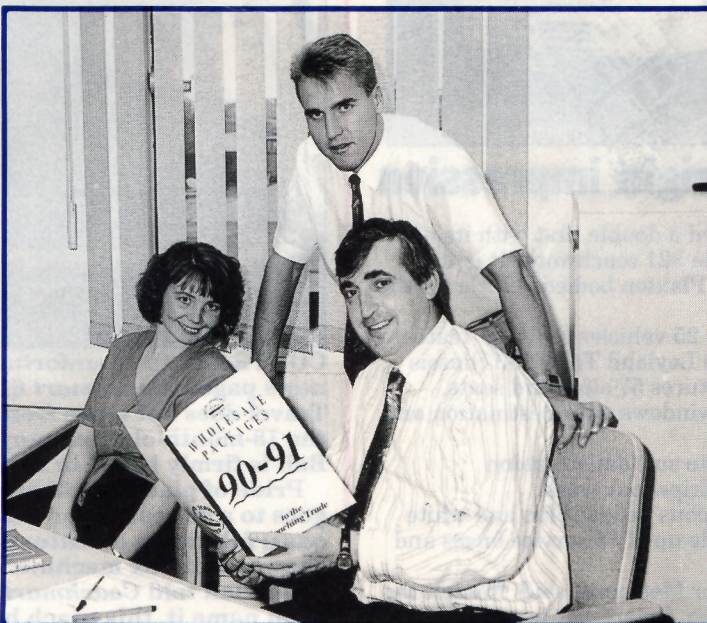
Individual itineraries can also be arranged and are solely dependant upon where in the UK the tour departs from, with trips to the medieval city of York and the Peak District likely to be popular choices.

From November 2, 1990 to October 31, 1991, Botel Services can arrange a weekend package with one night's bed and full breakfast for just £19 per person; a two nights' package for £38; and a three nights' stay for £57 per person. Midweek dates will also be available next January. A single room supplement of £10 per person per night and half board supplement of £10 per person per night are extras to the prices, which obviously do not include the cost of your coach.

Other great offers in the brochure include a seven day trip to the Black Forest for just £151 (Singles £40 per person) and a nine day trip to the Italian lakes for £149 (Singles £50 per person).

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Here to help: Botel Services staff Teresa Rees, assistant, Kevin Baum, director, and Malcolm Grout consultant.

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Lynx used on Luton service



LUTON & District has launched its new Luton Flyer service with four special luxury Leyland Lynx in distinct grey and blue livery.

Operating a high-speed 10 minute daytime feeder service from Luton's Thameslink station to Luton International Airport, the coaches feature 29 Algarve seats and two large luggage pens mounted at the front of the vehicle together with large central

standing area.

Vehicle specification includes Diptac features, passenger cassette audio system, and Brightech front destination equipment.

Peter Collins, L&D operations director, said at the launch of the new fleet: 'The Luton Flyer project is a good example of how three different transport operations - rail, road and air - can work together for the benefit of all

concerned.

'We are grateful for the help given by VL Bus and Coach in building these special vehicles to the specification required. They are a tremendous improvement on the original fleet, which has been operating since 1986 using converted Leyland Nationals.'

The Lynx are powered by Cummins L10 engine with ZF 4HP 500 automatic gearbox.



Tiger creates the right impression

METROBUS, of Orpington, scored a double first with its new Leyland Tiger with Plaxton Duple 321 coachwork. It is the first 321 to be built and the first Plaxton bodied vehicle for the operator.

This 321 differs from the other 25 vehicles built for Yeates Coach & Bus in that its 12 metre Leyland Tiger 250 chassis has ZF automatic gearbox. It features 57 standard seats, courier seat, double glazed side windows with destination and triple route number equipment.

The specification was selected to suit daily London commuter work and special day trips/tour work.

Finished in the standard Metrobus yellow, blue and white livery, the coach joins a fleet made up of 36 service buses and four coaches.

David Hunt, traffic manager for Metrobus, said: 'We felt the coach created the right impression. Smart, yet functional, it is a good all-purpose vehicle. It has good visibility and the controls are well-positioned. The drivers are more than happy with it.'

Coach has everything



CONTRARY to an unfortunate error in *Coachmart's* news pages (*Coachmart* 610, October 18), Highliner Travel does not trade from Yarmouth or Lowestoft - the 18-month-old company run by Maureen and Bill Ball is firmly based in Felixstowe.

Pride of place in a fleet of three 12-month-old Setras goes to a 28 seat super executive coach. The 215HD has a full range of features including draught beer, shower and Fax machine.

Bill Ball told *Coachmart*: 'It's the only one of its kind - you name it, this coach has got it.'

The latest acquisition is an eight seat Toyota Previa to act as a feeder.

You've been buying...You've been buying...You've been buying...You've been buying...You've



Supreme picks Optimos and Volvos

RON Bonas, of Supreme Coaches, Coventry, has maintained his regular fleet replacement programme with two new Optimos and a pair of identical Volvo B10Ms with Plaxton Paramount 53 seat coachwork from Yeates Bus & Coach.

R Bonas and Son Ltd started coaching in 1955 when Mr Bonas bought a new Commer TS3 for £4,250. Plans to buy a secondhand vehicle were shelved when Ron's father Ernest (Joe) loaned £1,000 to establish the 'buy new policy' - broken only twice during the past 35 years.

Company name and two-tone blue livery can be traced back to Joe Bonas' blue baker's delivery van with 'Loaf Supreme' on the side.

Back in 1955, a Coventry to London private hire cost £27 10s. By comparison, today's new vehicle prices have increased 20 fold, but the private hire rate for the same job is only around £265. However, Mr Bonas confessed that vehicles now do a lot more work.

Although the Commer was the exception - 'I took it round the clock twice' - vehicles have been replaced every two or three years. Said Mr Bonas: 'The reason for keeping up to date is that the bit in the middle doesn't get out of hand. I feel sorry for those lads trying to buy new coaches on finance.'

With fleet size stabilising at nine, Supreme has remained small. Ron Bonas said: 'Staying a small family business with the advantage of an up to date fleet, there are fewer headaches... I sleep better at night, I don't have to chase for customers and there is a lot of repeat

business.'

Optimos have been operated since first being introduced in 1985. The two latest 19 and 21 seaters will be used on corporate work for large companies in the Coventry area. Mr Bonas said: 'They are a cracking little motor and are capable

of doing regular long-distance trips to Eastbourne just as well as a full-size coach.'

A Bova Futura and DAF SB230 were part-exchanged for the Volvos, but this marque is not new to the fleet - Supreme operated B58s and B10Ms until changing to DAF power three years ago.

Metroriders head for the south and east

LONDON General recently took delivery of its first new generation Optare Metrorider for use in the Epsom and Ewell area of South London.

The London specification calls for a wide entrance giving fast, easy boarding and ticketing, and also allows passengers to alight at the same time. Seating for 26 is provided with eight seat to roof stanchions for use by up to 14 standing passengers.

Soft trim is fitted throughout and Diptac requirements have been met with grab handles leading to priority seats which offer more leg-room for the elderly and disabled.

Ipswich Buses has three additional vehicles produced in the



Optare factory in Leeds, bringing its Metrorider fleet to eight.

The Ipswich vehicles also have Diptac

features, but in contrast to the London vehicle, a narrower doorway allows for 31 seats.

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No need for head-banging

From Brian Chapman

SIR

I was distressed and concerned to read the letter from Mike Cainey detailing the problems he experienced with his insurers over the settlement of his recent claim (*Coachmart*, October 25).

I cannot comment on the circumstances of this particular matter, but I have to say that General Accident is a large and respected insurer with whom I have placed a substantial volume of business over the past 25 years. I am relieved to say that I have never had the misfortune to deal with Mildred Stonewall!

Perhaps Mr Cainey could help to avoid any possible recurrence of this kind of unfortunate situation in the future by arranging his insurances through a specialist firm of insurance brokers. It is part of the broker's job to ensure that his clients' claims are paid promptly and reasonably.

If Mr Cainey had used a broker he could have avoided much of the aggravation described in his letter, since any head-banging would take

place in the broker's office and not his own!

Evidence of the way in which brokers take on the responsibility for their clients' problems can be found in the number of grey haired and balding members of our profession.

BRIAN CHAPMAN
MANAGING DIRECTOR
CHAPMAN STEVENS
CHEPPING HOUSE
TEMPLE END
HIGH WYCOMBE

Reader is impressed

From Mr J Finlayson

SIR

Recently a friend in the coach hire industry gave me a copy of your magazine *Coachmart* to read.

The articles it contained I found to be both very interesting and most informative, particularly as I am at present awaiting the outcome of my application for an operator's licence.

I am now making sure I receive a weekly copy of the magazine.

J FINLAYSON
37 CUMWHINTON ROAD
HARRABY
CARLISLE

Three cheers for Freeman

From A coach operator

SIR

Minister for Public Transport Roger Freeman should be congratulated for taking the initiative in trying to sort out London's coach traffic problems.

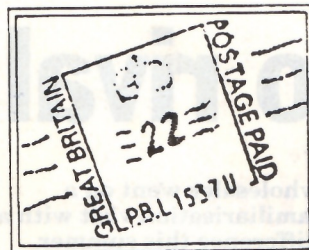
At last we seem to have a minister who is prepared to put some effort into talking, and we hope that the words turn into action as soon as possible. Already, I have lost drivers and work because of the congestion and conditions. The day-to-day running of London coaching is getting worse.

I understand that the minister has been tough with representatives from the

boroughs, and that is where the rot has set in. Ever since the demise of the GLC, they have been running round like headless chickens, with no overall strategy for London as a whole.

I'm no socialist, but I have to say that the GLC at least provided the boroughs with a common policy and helped dictate the direction of some public expenditure. Now it seems that if there isn't a short-term profit to be made, the boroughs don't want to know. It's as if they are all answerable to shareholders who want more money, rather than the public, who want better living conditions.

NAME AND ADDRESS SUPPLIED



Send your letters to:
The Editor, *Coachmart*,
EMAP Response
Publishing Ltd,
Wentworth House
Wentworth Street,
Peterborough PE1 1DS
Or by fax: 0733 62656

The Editor is always pleased to receive letters for publication in *Coachmart* and will, if requested, publish these anonymously. But please attach your name and address for our own information.

Parking clarification

From A coach operator

SIR

Last week you had a short story on the coach parking arrangements in Park Lane and North Carriage Road in Hyde Park.

The story was not as clear as it could have been. I understand from the Metropolitan Police that the arrangements are purely for Christmas, and that while there is no parking in North Carriage Road, it is not a through-route either. The

purpose of opening it has been to provide a central set-down and pick-up point.

NAME AND ADDRESS SUPPLIED

Editor's note: Apologies if this all-too-brief story caused any confusion. Any operator working in London for the Christmas season should get in touch with the Coach Advisory Service well before the trip. Write to them at TO14, Tintagle House, Albert Embankment, London SE1 7TT. Tel: 071 230 5332.

NOSTALGIA CORNER



LONG before deregulation, there was plenty of competition in the Paisley area. This 1964 picture shows two former Ribble Leyland PD2s in service with Cunningham's Bus Service Ltd and Paton Bros Ltd together with a Western SMT Bristol FLF against a backdrop of the town's Gilmour Street station.

Both Cunningham's and Paton sold out to Western in 1979. Western's most serious competition in Paisley these days comes from Strathclyde Buses Ltd.

Leyland Lion (*Coachmart* 611, October 25)

Thanks to Huddersfield historic bus restoration expert Geoff Lumb, we now know the whereabouts of the 1927 Leyland Lion. It is in the care of West Yorkshire Transport Museum where restoration manager David Hudson is looking for sponsorship to rebuild the former Bradford City Tramways bus.

Mr Hudson can be contacted at the museum on 0274 736006.

Luton to rival Hollywood?

FORGET Beadle's About, you can get the same effect these days by travelling on one of Luton and District's express coaches.

Our Bedfordshire Beagle has told us that the Department of Transport has rigged coaches with a Spy on the Cab video which is hoped will monitor traffic conditions as Luton drivers ply the roads.

Apparently, the videos despatch signals back to base enabling the experiment's boffins to assess their use for solving congestion problems.

So if you're looking for a cheap way to record that wedding reception, hold it in front of a Luton and District coach, then write to the DTP for copies. Available in Betamax, VHS, Super 8....

● **A FEMALE director of a well-known tour**

wholesaler went on a familiarisation visit with a difference this summer. The holiday company concerned had been invited to Spain to see the hotels and the sights on the assurance that this was to be a trade-only visit of the highest calibre.

Imagine our ill-fated director's shock when she discovered her room was to be shared with around a dozen others duped into going. It was, she commented afterwards, a little over-familiar for a familiarisation visit.

● **IN** the aftermath of the Expo Coach show at Donington race track, one industry wag came up with a unique plan which would improve the age profile of British coaches overnight.



His brainwave is for operators to bring along any old school bus they can't palm off on the dealers and enter it in a stock-coach race, in which suitably brain-dead drivers will ritualistically wreck the vehicles.

Another operator commented that some of his drivers must think the race has already started...

● **AN OPERATOR** tells *Mealstop* that in the old days of Iveco, when

reliability was not what it could have been, his drivers nicknamed his own vehicle the 'If-it-will-go'...

● **KING'S** Ferry boss Peter O'Neill is getting his leg pulled over the amount of publicity he's got in this and other organs in the last few months.

I like reading the trade press,' commented one of his friends. 'The only problem I've got these days is finding a magazine which you're not in...'

Mealstop will be pleased to hear from anyone with any gossip to tell about the industry. Please write to Mealstop, Coachmart, Wentworth House, Wentworth Street, Peterborough PE1 1DS. Telephone 0733-63100 or fax 0733-62656.



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Commissioners could help with bonding



LAST week I identified the fact that, in order to protect the end purchasers of package tours, EEC Directive 90/314 which, among other things, would introduce compulsory bonding of packages, has to be implemented by December 31-1992.

I further indicated that this bonding looks like embracing all sales where virtually any other supply is packaged with transport, whether sold to a group or individuals.

I concluded by drawing attention to the fact that whilst it is fairly simple to quantify the size of bond needed in an ABTA outlet, or to cover a published tour programme, it may be difficult, costly, or both, to bond *ad hoc* excursions, tours or packaged private hires.

Before contemplating how the latter might be accomplished, we need to add what I will call the 'domino dimension' to the debate.

The prime purpose of bonding, as we now know it, is to protect the consumer from default by the selling operator. It does not, for example, protect the coach operator from the effects of the financial collapse of a handling agent.

Even if the latter is ABTA bonded my understanding, (and I am sure that I will quickly be corrected if I am wrong) is that this would only protect members of the public who dealt direct with the handling agent.

It affords no safety net to the package purchasing coach operator who may have bonded against *his* failure when dealing with his end customers, but enjoys no such protection should one of his suppliers fail. On a very average UK eight day holiday a coach operator may collect £5,000 from clients and pay it in advance to a hotel.

At the other end of the scale, he might be paying £300 or more per person (say £15,000 per coach) to a handling agent for an overseas holiday.

What would the position be of an operator should the hotel or the handling agent go into liquidation after being paid,

but before delivering the goods?

Without bonding he faces a moral and financial dilemma: does he make good the loss out of his own pocket, and perhaps face bankruptcy if it proves impossible to recover a substantial sum from the Receiver of the failed supplier, or risk the opprobrium - and perhaps the cost of defending legal actions - should he say to his customers, 'Sorry, but it is nothing to do with me.'



Operators: would face problems if a paid handling agent went into liquidation before delivering the goods.

It would be comforting, but wrong, to presume that bonding as we know it at present would make any difference in such a circumstance. For currently the bond can only be 'called' by the customers when *the selling operator himself* is in financial difficulties.

An operator who has bonded against his own failure is, I suggest, not then going to take kindly to bailing out suppliers of his who have crashed.

There is a strong compulsion towards the 'nothing to do with me,' line.

That this is clearly unsatisfactory for the consumer has been forseen by article 5.1 of the directive which requires member states to: 'Take necessary steps to ensure that the organiserto the contract is liable to the consumer for the proper performanceirrespective of whether such obligations are to be performed by that organiser or by suppliers of other services without prejudice to the right of the organiser to pursue those other suppliers of services.'

I suggest that we operators should be taking interest in how our Government proposes to meet that obligation.

There is no doubt, from the general trend in consumer legislation together with the specific wording of this article, that the customer's claim lies with the organising operator from whom the package was purchased.

There is, however, nothing to prevent national legislation requiring hoteliers, handling agents and everyone else who supplies component parts of package tours and holidays to *themselves* be bonded against

even private hires and secondly to compensate for the failure of enterprises outside our control.

The only way that I can see of bringing these areas of uncertainty into scope of the present style of bonding is to have something similar to the dreaded and complicated VAT Tour Operators' Margin Scheme, i.e. a bond level and cost based on estimated performance but subject to cost adjustment on production of audited returns of past package supply revenues.

This sounds very crude, burdensome and open to dishonesty. Another possibility, which I do not commend perfect - rather that it is perhaps worth serious consideration before rejection is this: the traffic commissioners already have to be satisfied as to the financial standing of an 'O' licence holder.

So seems but a small step to extend this duty to embrace adequate finances to engage in tour packaging.

Indeed, I have doubts as to whether there is any extension of legislation required, for case law indicates that this duty is broader than just having sufficient finance to maintain vehicles.

I would not go on from this point to advocate even consideration of the 'nationalisation' of bonding, i.e. by adding a fee to 'O' licences to be paid to the Exchequer from which they would fund the bonding.

What, however, might be worth considering is the new found partnership between private enterprise and the State: place the national bonding 'risk', with the bank or insurers who would offer the best cost per coach, but ensure compliance by requiring commissioners to collect the appropriate bonding fee through an add-on to 'O' licence costs.

This has the merit of bringing in all the oddments which will require bonding in 1993, with minimal paperwork and buying the biggest possible bond at the most effective price.

It might be worth more than a moment's thought.

their failure; so that the organising operator can fulfill his obligations to the customer in the certain knowledge that he can financially recover from the bond of his failed supplier.

I feel that we organisers of packages should be pressing as hard as we can for compulsory, or even voluntary, bonding of our suppliers of accommodation etc.

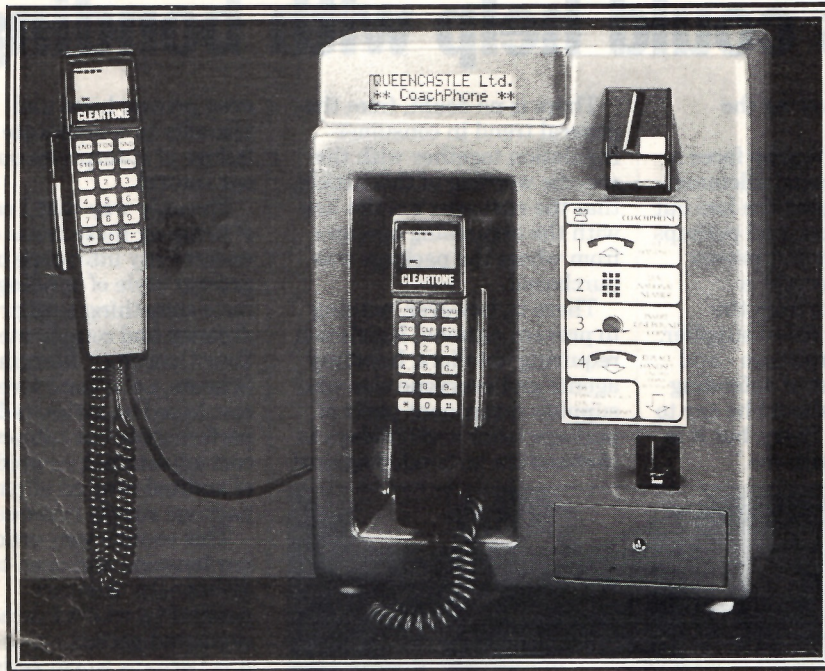
Without some form of secondary, or supplier, bonding, our own bonds will have to be geared to possibilities which go beyond anything which inspection of an operator's accounts can reveal: the financial probity of his various suppliers.

This brings us back to a point I explored last week: that bonding by insuring unknown risks is more expensive than obtaining a bond against determinable performance.

I am, in fact, all in favour of bonding. It is in our own best interests to give our prospective clients protection and peace of mind.

In summary so far, there are two main problems: firstly the need for bonding to embrace occasional, and thus indeterminate, packages which are sold as E & T or

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EXPO COACH 90 DRAWS CROWDS - AND BUYERS



Toyota: Plenty of interest shown in its Optimos.



Pennine Blue: has bought a 53 seat Dennis Javelin/Algarve.

SALVADOR Caetano (UK) is delighted with the response to Expo Coach - according to executive marketing director Alan Page.

'It's been very worthwhile,' he declared. 'We've had a very positive show with no negative feedback from any operator. If it's in the same format we shall certainly support it for 1992.'

Sales director Derek Wakefield told *Coachmart*: 'We were one of the first to express an interest and our initial confidence has been justified. The venue and the concept of the show with the opportunity to test drive was ideal.'

'We sold seven coaches in total - mainly fresh business - including a new DAF SB2305 within the first hour to Greyline of Bicester.'

Caetano took the lead at the show with a comprehensive selection of used coach stock on display and examples of its full size vehicles from Optimo II up to Algarve bodied DAF SB3000. Coaches already earmarked for operators were 53 seat Dennis Javelin/Algarve for Pennine Blue, of Denton, and a similar 49 seater for Dents, of Market Rasen.

Toyota attracted considerable attention with a pair of Optimos (including the first for Jeffs) in a display with examples of its eye-catching Previa 'people-carrier' - an eight seater suited to coach feeder work.

Coach sales manager Steve Prime said: 'We are very pleased. It's been

much busier than expected.'

Asquith sales manager Tim Lucas also confirmed positive business. 'I was still signing orders at 8.15 pm on Tuesday.' Subject to confirmation, a West Midlands operator has a 16-seat Palace on order with specification changes including 16 inch wheels and offside emergency door.

Mr Lucas said: 'Tuesday was amazing and over the three days there was less time wasting than at other shows.'

This reaction was reflected by AVE Berkhof sales and marketing director David Waterman who was delighted by his deal with Peter O'Neill (see news pages). He said: 'There's been a good level of enquiries from genuine operators, making positive comments about the product.'



Asquith: still signing orders late into the evening.

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1981 LEYLAND LEOPARD 680,
semi auto Plaxton, 50 reclining
seats, MoT October 1991£17,000

1979 VOLVO B58 DUPE
DOMINANT, 53 seats, MoT July
1991£15,000

1979 VOLVO B58 DUPE
DOMINANT, 53 seats, MoT July
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P&O bookings soar

COACH bookings for P&O's off-season 'City Slicker' weekend breaks are up 60 percent on last year's figures - according to P&O's group travel and marketing co-ordinator Andrew Wilkinson.

City Slickers offer coach operators P&O European Ferries' considerable buying power, providing weekend European packages at prices it says would be hard to match if independently arranged.

Packages include tourist class hotels at keen winter rates and economical ferry fares - enabling the small operator to compete on price with the large tour operators.

Meanwhile P&O European Ferries is offering 'Party Popper' day sailings for £80 less per coach.

Party Poppers are being offered from £219 per coach from Dover to Boulogne, Calais, Ostend or Zeebrugge or from Felixstowe to Zeebrugge - between News Year's Day and March 22, 1991.

Coach bookings for P&O European Ferries have increased by eight percent on last year's figures - according to Andrew Wilkinson.

For further information on the City Slicker breaks contact 0304 223451; and for more details about Party Popper trips, ring P&O's free Linkline on 0800 414555.

First showing for Mullins



Central Coachbuilders: won't be taking in part-exchanged vehicles.

EXPO Coach provided the first show opportunity for new exhibitor Central Coachbuilders. Partner Mike Mullins has picked-up the pieces from the liquidated Coachcraft company in Doncaster. Its first PSV conversions were £22,000 15 seat Renault and 14 seat Ford Transit diesel priced at £16,500.

Mr Mullins told *Coachmart*: 'We shall not be taking in part-exchange vehicles, because this was the big mistake which took Coachcraft into difficulties.' He added: 'The show is a perfect opportunity to re-establish relationships with old customers.'

Mystery vehicle is missing

THE promised new Willowbrook vehicle did not materialise. It transpires that the mystery new bus was to be the Loughborough company's offering on Alternative Chassis Engineering's Cougar 5 chassis. However, late delivery from ACE in Yorkshire prevented display - even as an unfinished body frame as planned.

Willowbrook's Peter Hughes explained that the new body for the 7 ft 6 in chassis will be based on the Warrior, but to 10 metre length. Body price is expected to be in the region of £30,000.

A significant vehicle shown by Willowbrook was an example of the Warrior Mark II for the Oxford Bus Company. This represents a breakthrough into the big bus company market for the Warrior body, which has so far only been completed on refurbished chassis.



Oxford Bus Company's Warrior Mark II: on display at Expo Coach.

The latest Warrior development gives lowered floor, deeper square cornered gasket mounted side windows and redesigned front dash. The 48 seat service bus on X registered Leyland Leopard chassis signals the start of a programme of fleet upgrading for Oxford Bus.

ACE is Peoples' choice

ACE used Expo Coach to launch its new £33,000 city bus chassis. The first completed vehicle was handed over to Peoples Provincial managing director Piers Marlow at the show.

This Wadham Stringer Portsdown will enter trial service with the Fareham company after a Certificate of Initial Fitness test.

Steven Ives, ACE managing director, told *Coachmart*: 'The Perkins Phaser engined Cougar was developed after market research two years ago. We are looking for 10 percent of the 10 metre market. It is aimed at the city circle or rural bus market and we would be very happy with 50 units in the first year.'

Engineering director Keith Ward added: 'We see a place in the market for the product.'

ACE sees a limited market for its 9 metre coach chassis with two in build at present.

The Cougar contests the 10 metre bus market with the Dennis Dart (also available with Wadham Stringer Portsdown), but falls short of the yet to be released Dennis Lance chassis which will combine Dart and Javelin components for full size citybus applications.



ACE: exhibited Perkins Phaser engined Cougar 5.

More development work is needed

DONCASTER mini-coach builder Europa has temporarily suspended production of the futuristic Challenger body on Mercedes 811. A spokesman confirmed that more development work was necessary - particularly regarding cooling.

Meanwhile developments on its sister vehicle - the Enterprise - press ahead. Europa showed Enterprise bodied Mercedes 709 priced at £32,500 with 28 seats in the unique wide bodied design.

Seen for the first time was Enterprise on automatic Renault 575 with 29 seats aimed at the ex-municipal bus market - cost £42,675. The first production vehicle goes to Brighton Transport.



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Artistic display

OPTARE showed artist impressions of its recently announced Delta lookalike on MAN 11.180. The MAN chassis is currently available in the UK as a coach with Berkhof, Caetano and Jonckheere coachwork.

Although the Optare version will be the first for UK bus use, the chassis with full air suspension is a popular continental choice for midibus applications - first examples are expected in the Spring of 1991.

Outside the exhibition hall, Optare was showing an economy version of its StarRider midibus, designated the SRE. Built to Optare's usual high standard, the SRE utilises Mercedes 811 chassis cowl to give a much more conventional



Optare: new economy StarRider.

look.

The SRE is around £1,800 cheaper than its more stylish sister vehicle. Prices start at £37,750 for a 33 seat version.

Covering new ground

A RANGE of seat coverings that are almost literally tailor-made for coaching appeared for the first time at Expo Coach 90.

Polyparts and ACF International displayed squabs, backs and covers which can be made to order by them for coach operators, in almost any personalised pattern and on any standard seat frame.

The squabs are moulded to shape rather than cut, and use fire-retardant foam which resists cigarette burns and most other burning damage. The makers say the seat will actually extinguish the cigarette before it can do any lasting damage.

Contact ACF on 0384 295112, or at its showroom in London on 071 288 6245. Polyparts is on 0254 391869

Computer designed vehicle makes debut

DAF Bus displayed a space-framed SB3000 designed by computer at the Eindhoven works.

The space frame - the first of its kind to be seen in the UK - was for a Van Hool body, but Dutch DAF Bus coach sales manager Jerry Helms explained that the computer technology could handle any semi-integral construction.

The computer assimilates details of body construction, analyses the strength of the proposed body, and designs additional space frame components to give the correct rigidity.

Mr Helms said body builders did not need expensive frame jigs to assemble front and rear modules with their bodies.

Record interest in travel trade

RECORD levels of enquiries and business were announced by the travel trade group handlers with stands at Expo Coach.

Only four group handlers were present at the show, but Continental Hotel Services, Independent Coach Travel, Maun International and Success Tours all reported record levels of business.

CHS sales manager Joe Hurst said: 'I am pleased with the level of business here - especially with the volume of enquiries from small operators who have not yet ventured abroad seeking advice. From our regular clients the best selling tours are to Paris and the Rhine Valley.'

Vera Sparrow, of Success Tours, found

a similar response: 'I've had lots of enquiries from new operators and have enjoyed the opportunity to meet the coach operators who book regularly with us.'

Alan Read, of Maun International, was also delighted with business at the show, especially with sales of its off-season discounted continental breaks. 'We pioneered such breaks when we were established over 20 years ago,' said Mr Read.

Independent Coach Travel's Stephen Moore was so busy *Coachmart* had trouble finding him free of clients, but eventually he was able to confirm a highly successful show.

Chiltern Queens leaves with a Scania



Tony Sears takes delivery of the coach from Stuart Johnson.

READING-based Chiltern Queens came out of Expo Coach 90 with a brand new Scania K93 with Plaxton Paramount 3200 bodywork.

Scania dealership managing director Stuart Johnson handed over the keys to Chiltern Queens managing director Tony Sears.

The Scania joins 25 vehicles, bringing CQ's all-Plaxton touring coach fleet to nine.

According to CQ's general manager Charles Harris: 'The main reason we did not buy a Volvo this time was price, as the Plaxton/Scania combination comes out at £10,000 cheaper. And the low driver position gives passengers the impression of a high line coach, with excellent forward views.' Mr Harris explained Chiltern Queens' workshop headroom meant 3,500 mm high coaches could not be used.

CVE's bigger midibus is now nearing completion

CITY Vehicle Engineering has nearly completed development of a larger capacity Omni midibus - but refused to put the vehicle on show at Expo Coach 90.

Instead the new Omni was seen a little before Expo Coach at the Institute of Road Transport Engineers show held in Ingliston on October 19 and 20. 'We did not want to show it to the bus and coach industry just yet because it is a concept vehicle which has not yet been proved', said CVE commercial director Grant Lockhart. But he added it had been well received at the IRTE show.

The new vehicle is a six wheeler triaxle and will be able to carry up to 40



Standard 23-seat Omni: new vehicle is based on this.

people, with 29 seats and room for 11 standees. It is based on the same design philosophy as the standard 23-seat Omni, which was on show at Expo Coach in Donington Park's International Exhibition Centre.

'The tendency within the bus and coach industry is towards midibuses - and the IRTE show confirmed there is a definite need for a larger vehicle capable of serving the needs of both the PSV and welfare markets,' said Mr Lockhart.

A third pair of wheels, as a tandem axle arrangement, has been added immediately behind the second set - independently suspended on trailing arms and air bags.

CAN CAMBRIDGE SCHEME EASE CONGESTION ?

Coaches in Cambridge could be the first in Europe to pay a premium to use congested roads, if a radical scheme to ease congestion gets the go-ahead. Verite Baker urges operators to get involved now.

THE plans to charge drivers in Cambridge for the roadspace they use were born out of necessity. Peak hour traffic in the city is already moving as slowly (around 14 mph) as in central London. And there is worse to come.

Due to planning constraints, house building has to take place outside the city boundaries, yet the population is growing at twice the national rate.

Traffic has increased by 40 percent since 1980 and is forecast to rise by another 40 percent by the end of the decade. Quite simply, Cambridge could not cope with such volumes of traffic.

Traffic is forecast to rise by 40 percent by the end of the decade.

The scale of the problem dictates bold measures. And in a well thought out document, the council's transportation department is proposing a scheme for congestion metering: a computerised method of charging vehicles that will only register costs when a vehicle is in traffic moving at less than 7 mph - i.e. in a jam. Vehicles using road space out of peak hours, when traffic is flowing reasonably freely, won't pay anything.

Residents and buses and taxis operating in Cambridge would have a free congestion meter installed in their cars and would pay for a smart card similar to a phone card, buying a certain number of units.

Once inside the city boundaries, drivers would have to insert this card into the meter. The moment the vehicle joins a traffic jam, or stops four times within any quarter mile, the meter is triggered and starts eating up units.

Run out of units and the smart card goes into negative mode. Once you switch the engine off the vehicle won't start again until you insert another card, which automatically registers the negative units.

If this happens as planned - in the owner's garage - no problem. But no-one seems to know what would happen



Snarl-up: drivers in Cambridge traffic jams may be forced to pay.



Part of the solution: stylish midibuses could also have a role to play.

if a car or coach with no units left in its card stalls on the road.

Out of town drivers, which include the vast majority of coaches visiting what is, after all, one of Britain's major tourist cities, would have to buy a daily card. This would be available from sales points, rather like toll booths, on all radial routes into Cambridge and would cost around £1 per day.

Operators making frequent visits to the city could request a free fitting of a meter, which would be to their advantage if their coaches used the roads out of peak hours. In fact, according to Brian Oldridge, director of transportation at Cambridge: 'Peak hour travelling in the opposite direction to congestion won't cost anything.'

Police with detectors would enforce the scheme.

The scheme would be enforced by the police who would be equipped with detectors, rather like radar speed guns, which would reveal whether a vehicle was fitted with a meter or not.

It is proposed that funds from the scheme would pay the running costs of a light railway route into the city centre. Light Railway Vehicles (LRVs) would run on a continuous route from Trumpington in the south to Oakington in the north and loop round the centre.

The route would follow the disused Cambridge to Bedford railway line, until street running starts in Shaftesbury Road sharing space with other vehicles. It's estimated that nine special vehicles would need to be built to give a 10 minute headway.

The build cost of the scheme is forecast at between £70 million and £100 million. Which begs the question: why build these special LRVs anyway? Wouldn't it make more sense to use buses or high quality coaches instead?

Just half the lowest estimated build cost - £35 million - would buy around 140 high-spec coaches. Another £35 million should pay for all their running costs.

Isn't this a time when the coaching industry should lobby for coaches to be considered? Coaches would give flexibility and run more frequently. My memories of Cambridge in winter give me shivers now, so who wants to wait even 10 minutes for an LRV?

When Pehr Gyllenhammar, chairman of Volvo, spoke about traffic congestion last year in Stockholm he said: 'Public means of transportation must, to a large extent, replace the private car.'

Mr Gyllenhammar is well used to being controversially in advance of others. He was talking about lead free petrol a decade before it became an important issue. And he thinks it inevitable that cars will be banned or controlled in large cities.

From a boss of a car-maker the size of Volvo, those comments command attention.



One way traffic : vehicles running off peak won't pay anything.

The Cambridge experiment will be watched very carefully by the rest of the world. And there must be many

coach companies in the Cambridge area that surely would be glad to co-operate in this experiment to ensure that coaches were seen as a viable alternative to expensive one-off railway carriages and track.

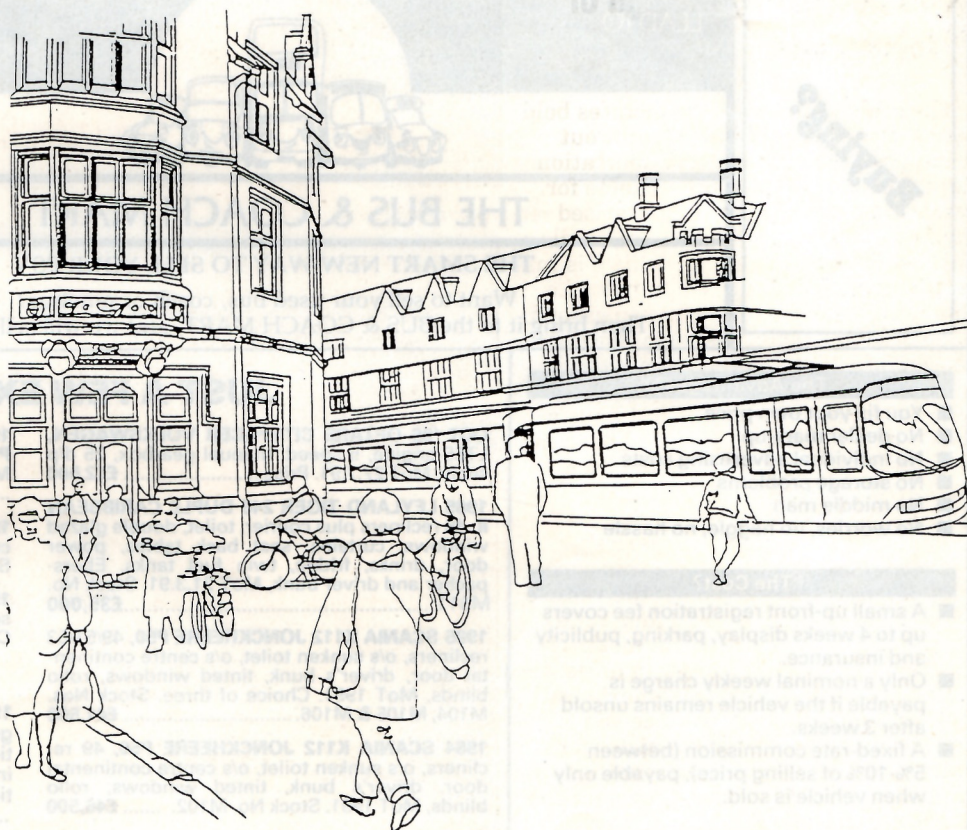
Vehicle manufacturers could also get involved. Cambus is already running Optare CityPacers right into the heart of Cambridge and many pressure groups, most notably the newly formed Environmental Transport Association, see stylish midibuses as part of tomorrow's solution to today's horrific congestion.

Although controversial, Cambridge's congestion metering scheme stands a good chance of getting the go-ahead. It has already attracted national press

Cambridge experiment will be watched by the rest of the world.

coverage and a £100,000 research grant has been made available to build models and then take the scheme to public consultation.

If the scheme does get the go-ahead, far from being a threat, it could open up a whole new avenue of opportunities for the British coaching industry.



Cambridge: Light Railway Vehicles could become a part of the street scene.

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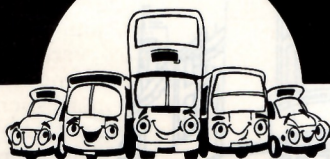
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Commissioner says he only gives advice to operators



SOUTH Wales traffic commissioner Mr John Mervyn Pugh has answered

recent criticism from a transport tribunal by making it plain that the system of maintenance he recommends to operators is in the nature of advice - there is no firm policy requiring the adoption of that system.

His comments came at the start of the second day of the continued hearing of an application for a new 20 vehicle PSV licence, by Crosskeys Coach Hire Ltd, trading as Glyn Williams Travel, of Newbridge Road, Pontllanfraith, and based at Drill Hall Garage, Crosskeys.

The hearing had been adjourned for 10 days for the production of additional financial information after a financial assessor appointed by the Secretary of State for Transport had expressed concern about the projected income. (*Coachmart*, October 18).

Mr Mervyn Pugh said he wanted to make sure vehicles were maintained safely at all times.

The application had initially been refused by the commissioner on maintenance and financial grounds at a public inquiry in June (*Coachmart*, June 28), but was granted, subject to certain conditions, at the resumed hearing.

The company appealed against that decision and a transport tribunal directed the commissioner to reconsider the application at a further public inquiry.

In its decision, the tribunal said the DTp's Guide to the Rules covering Public Service Vehicle Operator Licensing advised that 'vehicle safety inspections and routine maintenance checks.... should be done at set intervals of either time or mileage, whichever comes first. How often those inspections are done will depend upon what sort of business you are running. A vehicle used on long distance work will need inspecting at different times from one used on local services with a lot of stops and starts.'

If, as appeared from the transcript of the case, the traffic commissioner applied a policy in relation to all applications for new licences that vehicles should be maintained at set intervals of time and not mileage, then it considered such a requirement to be arbitrary and inconsistent with the

guidelines issued by the department.

In the course of the public inquiry, the traffic commissioner indicated that he expected a driver defect reporting system of 'daily nil reporting', and if vehicles were away overnight or on a journey, a system of 'overnight reporting' and 'journey reporting', said the tribunal.

In the licence application form, an applicant declared that he would make proper arrangements to ensure that, among other things, 'drivers report mechanical defects in vehicles as soon as possible.'

A traffic commissioner was entitled to test how an applicant intended to ensure that; and there could be no objection to a commissioner suggesting such systems to operators as a practical way of ensuring that their vehicles were maintained in a fit and serviceable condition.

However, as with maintenance intervals, in its judgement such systems should not be elevated into a set of rules or requirements amounting to a gloss upon the statutory system for the regulation of the operation of public service vehicles. Each application had to be determined on its merits and not be a reference to a code which had no statutory authority.

When the hearing of the Crosskeys application was continued in Cardiff, Mr Mervyn Pugh said it was perfectly clear to him that Mr Ian Harold Evans - the company's nominated transport manager - did not explain to the tribunal that on the previous occasions he had appeared before him it had been explained to Mr Evans that the advice the traffic area gave so far as planned maintenance was concerned, was in the interests of public safety and was not a firm policy in relation to all applications for new licences nor for

existing operators.

Mr Mervyn Pugh said the criteria he looked for was that the vehicles he licensed were at all times maintained safely. How they were maintained was of course a matter entirely for the operator, but when he saw

Traffic areas were not dictators, just advisers.

new operators he advised them of a system of planned maintenance which he had evolved with the full co-operation and support of the Vehicle Inspectorate.

The new operators were told that traffic areas were not dictators but merely advisers. It had never been his policy to interfere with the planned maintenance of any operator who had a system that worked, but when operators had appeared before him because of maintenance related problems he had advised them as to the planned policy of maintenance that was recommended for new applicants.

Mr Evans, in another capacity, had maintenance related problems, and it was because of those problems that he had been advised on previous occasions as to what was considered to be good planned maintenance.

Mr Mervyn Pugh said he wanted to make it perfectly clear that if Mr Evans had not had such problems in the past, and had operated a safe, effective, system of planned maintenance which had prevented the issue of defect notices that constituted a danger to the public, it would not have been necessary for him to have given him advice.

As to the criticism in relation to daily nil defect reporting,

Mr Mervyn Pugh said that was merely a guideline. Each application he

LEGAL NEWS

■ **TUC thinking on transport policy has been explained in a new document called 'Transport for 1990s.'**

The document calls for more integration and investment in transport and attacks the Government for underinvesting in transport infrastructure and criticises the DTp for its enthusiasm for private investment and the free market.

It also claims working conditions within the bus industry have deteriorated and registers the TUC's concern at the trend towards the formation of large groups of companies following the demise of the NBC.

■ **THE East Midlands region of the BCC has written to 19 Nottinghamshire and Derbyshire MPs to voice its concern at the Notts traffic area office.**

They are worried that DTp plans to transfer responsibility for local bus service registration to Leeds and Manchester will result in an irrational splitting of a cohesive administration region.

The region believes potential problems could be avoided if all the work at the Nottingham office was transferred to Leeds on its own.

Weekly report on law and the coach operator By Michael Jewell

◀ considered was determined on its merits and not by reference to a code which had no statutory authority.

Mr Evans had declined opportunities given to him to visit the clerk to the traffic area, who wished to explain the criteria. He felt it was because of a misunderstanding that Mr Evans made the criticisms to the transport tribunal.

Finally, said Mr Mervyn Pugh, in his view any system of planned maintenance which involved the planning of maintenance around operations and not operations around maintenance was suspect at first sight and required detailed examination.

In evidence, Mr Evans said he was not a director of Crosskeys and was merely representing the company as transport manager. All he was doing at the present time was advising the directors.

He was able to satisfy the commissioner about the frequency of the planned inspections of vehicles to be used on tour and shuttle operations and both of the local services the company proposed to operate, and Mr Mervyn Pugh said he was glad they were both now talking the same language on maintenance.

At the company's request, financial evidence given by a director, Mr John Howells, was heard in private.

Producing amended financial forecasts, Mr Evans said they had been based on Krona's operating costs, which were higher than he would have expected.

Mr Mervyn Pugh said there had been misunderstandings in the past, but he now believed that he and Mr Evans now understood one another and that Mr Evans knew what was wanted.

The company agreed that if a licence was granted, Mr Evans would stand down as transport manager and be replaced by Mr Howells; that loan capital would be converted to share capital within seven days; that details of an agreement with Mr Glyn Williams would be produced; that details of the coaches to be acquired, including their registration numbers, would be produced;

and that annual accounts of the figures prepared for the Inland Revenue would be submitted.

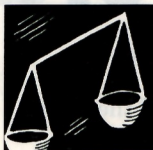
Granting the licence on that basis, Mr Pugh said that

on the evidence before him on the first day he would have had no alternative but to refuse the application.

He had been concerned about the initial financial

evidence. However, there had been a remarkable change in the information now put before him and the assessor was satisfied on the financial aspects.

Magistrates adjourn case



WIGTON magistrates have adjourned a case against Mr Thomas Gordon, a

director of Cumbrian coach firm Gordons of Kirkbride.

Mr Gordon, of Carleton, Kirkbride, is accused of two offences of using a coach without an excise licence, four offences of making false

declarations on applications for vehicle excise licences, and 31 offences of causing drivers to make false entries on tachograph charts.

The case was adjourned until November, when the magistrates will decide whether there is sufficient evidence to commit Mr Gordon for trial at crown court. Reporting restrictions were not lifted.

Atlantic's business boom



THE growth of the business of Mr M Winrow, trading as Atlantic Travel, of

Heywood, has persuaded North Western traffic commissioner Mr Martin Albu to grant him a new national licence for three vehicles.

Mr Winrow told a Manchester public inquiry he had held a restricted licence previously, driving part-time while he had a full-time job, however, the business was now becoming more than just a part-time job and he had increased

the number of vehicles to two 16 seater minibuses.

He was doing private hire work, a contract with Rochdale Council and another with a bakery in Heywood. At the moment, he was employing a transport manager, but would be sitting the examination for his own CPC as soon as possible.

Maintenance was to be contracted out, but next year he would like to increase the number of minibuses to three.

Granting the licence, Mr Albu said Mr Winrow seemed to know what he was doing.

Red Rose is fined



CLAYTON le Dale-based Mr John Haydock - who trades as Red Rose Passenger

Services - has been ordered to pay fines and costs of £175 for altering a PSV test certificate.

He pleaded guilty to using a vehicle without a current test certificate and to using a test certificate with intent to deceive and was fined £75 on each offence and ordered to pay prosecution costs of £25.

Bury magistrates heard that Mr Haydock had altered the month of expiry on the test certificate of one of his vehicles, the offence being committed after one of his drivers had been stopped and asked to produce the vehicle's test certificate.

Defending, Mr John Backhouse said that reminders were not sent to operators when vehicles were due for test and the test date of the vehicle concerned had been overlooked.

When the driver came back to the depot and said that the police had requested the production of the test certificate, Mr Haydock had noticed that it was out of date. He panicked and foolishly rubbed out the date of expiry, and entered a different date.

Mr Haydock's wife had been seriously ill at the time and he had been under a lot of personal pressure.

There was nothing wrong with the condition of the vehicle, said Mr Backhouse. It had been a purely administrative matter.

New operator wins support



NEWCOMER to the passenger transport industry Mr Geoffrey

Spencer - trading as Enfield Travel - was granted a new international licence authorising the operation of two single decked vehicles.

Mr Spencer told a Manchester public inquiry that it was his initial intention to acquire one vehicle and to develop the business from there.

His son would be helping him out at the weekends at first and then hopefully he would work full-time in the business once it had developed.

He had his own CPC, which he had acquired by examination, and was also the holder of a PSV driving licence. Mr Spencer said he had acquired contract work with Lancashire County Council and also hoped to undertake private hire work.

North West deputy traffic commissioner Mr Kenneth Birchall said he would grant a licence for an initial period of two years.

Licence rejected



A BID for additional vehicles by Portsmouth-based Coast

to Coast Travel Ltd has been turned down by South East traffic commissioner Brigadier Michael Turner.

The company, which holds a licence authorising the operation of one vehicle, appeared at a disciplinary inquiry in Eastbourne.

In addition to refusing to increase the vehicle authorisation, the commissioner curtailed the duration of the company's licence so that it now expires at the end of next January, instead of in August 1991.

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TRANSMISSIONS

CONTACT

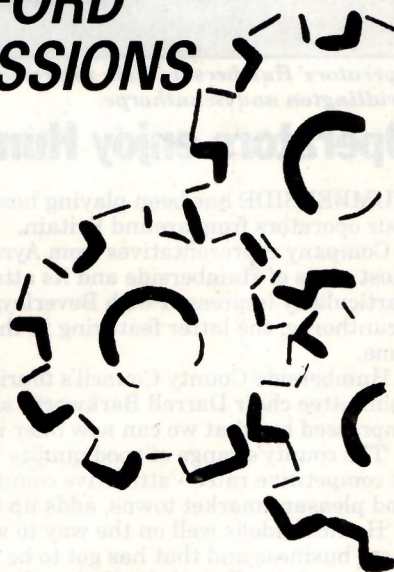
US ON

0483 36261

OR FAX

0483

300025



New deals, discounts, attractions, tips...New deals, discounts, attractions, tips...

Rachel is piped aboard

RACHEL Shimell has joined the Southern Tourist Board's marketing team as its new domestic marketing officer.

She comes to the board from Portsmouth's Historic Dockyard where she spent three years as assistant marketing and publicity manager to HMS Warrior 1860 and Portsmouth Naval Heritage Trust. *The Southern Tourist Board can be contacted on 0703 620006.*

Go and see Asterix

COACH operators are being urged to add Parc Asterix to their Paris programmes.

Dedicated to the cartoon star of the same name, it's said to be the first truly European theme park and includes a Gaulish village, and a lake with spectacular dolphin shows.

Parc Asterix is just 38 km from Paris with its own motorway exit from the A1 and has free coach parking.

For details of special group deals telephone 010 33 44 62 34 06.

Tourists are so hungry to visit Cadbury World

GROUP booking figures for trips to Cadbury World reveal that more than 2,000 groups will visit it between now and the end of the year.

In addition to the 100,000 people who have visited Cadbury World in groups and as individuals since it opened in August, the figures show the attraction dedicated to chocolate is likely to reach its first year target of 250,000 visitors.

Based in Bournville, on the same site as the famous Cadbury chocolate factory, it is only four miles from Birmingham city centre making an ideal venue for a half day trip.

From January 1 next year,

groups will be able to take in a guided tour of one of the most modern parts of Cadbury's Bournville chocolate factory and - subject to production timetables - see how bars of Whole Nut, Dairy Milk and Fruit and Nut chocolate are packaged.

Cadbury World sales and marketing manager James Allen said: 'Our visitor surveys have shown that people of all ages are curious about how a modern factory works and we hope that this addition to Cadbury World will serve not only to satisfy that curiosity, but certainly to further enhance the visit.' *For group booking enquiries contact 021 459 9116.*

Sicily offers

THE Regional Government of Sicily is offering incentives to travel companies organising all inclusive seven day-plus holidays into the island's hotels.

It will subsidise the cost of transport per passenger to the tune of 36 percent in low season - January 1 to April 30 and October 1 to December 31 - and 18 percent in high season - May to October.

The offers do not include July and August and the subsidy per passenger will not exceed 300,000 lire.

Applications should be sent direct to: Assessorato Regionale Turismo, Comunicazioni E Trasporti, Via Notarbartolo 9 - 90141 Palermo. Telex 911123; or through the local agent with a form obtainable from the ENIT London Office, 1 Princes Street, London W1R 8AY (Tel: 071 408 1254) by November 30.



Operators' Humberside visit: impressed with Beverley, Bridlington and Scunthorpe.

Operators enjoy Humberside trip

HUMBERSIDE has been playing host to a group of coach and tour operators from around Britain.

Company representatives from Ayrshire to Cornwall visited most parts of Humberside and its attractions and were particularly impressed with Beverley, Bridlington and Scunthorpe, the latter featuring in the programme for the first time.

Humberside County Council's tourism and arts sub-committee chair Darrell Barkworth said: 'The party was most impressed by what we can now offer in Humberside.'

'The county's range of good quality hotel accommodation - all at competitive rates - attractive countryside, coastal resorts and pleasant market towns, adds up to quite a package.'

'Humberside is well on the way to winning substantially more business and that has got to be very good news indeed.' *Ring tourism officer Julie Hodges for details on 0482 224040.*

Forte's 30th celebration



Cecil Parkinson (left) and his wife (second right) with catering assistant Angelina Rolands, Noshir Irani and Rocco Forte.

SECRETARY of State for Transport Cecil Parkinson has been joining in celebrations to mark the 30th anniversary of Trusthouse Forte service areas.

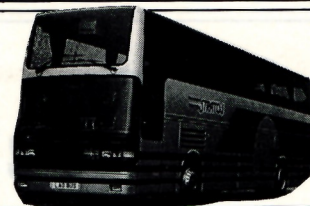
Together with Trusthouse Forte chief executive Rocco Forte, he visited an exhibition which plotted the growth of the service areas from the opening of Newport Pagnell in 1960 to the 24 Welcome Break centres throughout Britain today.

While at Newport Pagnell, Mr Parkinson also met members of staff including Mr Noshir Irani who ran the original 'Grill & Griddle' restaurant at the service area.

A time capsule which included items from yesteryear and today selected by Welcome Break staff was buried to commemorate the anniversary.



COACHES WELCOME



THAT'S ENTERTAINMENT

Visit the Christmas Wonderland

At the new Orchard Cottage Garden Centre Come and delight in the Magic of Christmas as you stroll through an enchanted forest of snow-capped pine trees and animated woodland characters. As you follow the woodland trail, you will see the largest display of Christmas decorations in the country.

The Christmas Wonderland event, is in the magnificent new building of Orchard Cottage Garden Centre, Gilberdyke, Brough, East Yorks. Tel: 0430 440169 Fax: 0430 441939

Junction 38 off M62. Follow signs to Gilberdyke, from Humberbridge, last left turn on A63 on to B1230. Signs Gilberdyke.

Coach parties by special arrangement

(14469/THE)

MEAL STOPS

Ye Olde Bull's Head

Main Street, Broughton Astley, Leicestershire LE9 6RD

Ideally situated between Leicester, Coventry, Lutterworth and Hinckley. Close to the B4114 with easy access to M1, M69 and A5. For appointments, please contact

GEOFF & LINDA STOKES
0455 282343

(14584/MS)

Large car park. Family room and play area for children. Morning coffee. Lunches Mon-Sat. Evening meals Tues-Sat. Catering and seating for up to 50. Bar snacks. Darts. Pool. Bar Skittles.

DEVON

WATERS EDGE HOTEL SEAFRONT TORQUAY

Tel:- 0803 293876
Fax:- 0803 299674

- Family owned Hotel on sea front
- ★ 48 bedrooms (40 en suite)
- ★ TV, radio and intercom in all rooms
- ★ Swimming pool
- ★ Tea & coffee making facilities
- ★ Sea views
- ★ Good food
- ★ Live entertainment

We can accommodate for 2 coaches weekly. Bookings available for March, April, October & November and some odd weeks.

Also Mini breaks available.
Ring for details

(14637/HO)

SCOTLAND

The Edinburgh Woollen Mill

VISITOR CENTRES

GET ON THE RIGHT ROAD TO A GREAT DAY OUT AT

*** ANTARTEX VILLAGE VISITOR CENTRE**
Coffee Shop, Factory Tour, Craft Workshops
OPEN 7 DAYS A WEEK FROM 10AM.
0389 54263

*** THE MILLSHOP**
Scottish Museum of Woollen Textiles
Coffee Shop
OPEN 7 DAYS A WEEK.
089 687 281/283

THE EDINBURGH WOOLLEN MILL
OPEN 7 DAYS A WEEK FROM 10AM
08356 3773

BRONTË WEAVING SHEDS
See the famous Brontë Tweed Exhibition
OPEN 7 DAYS A WEEK FROM 10AM.
0535 46217

*** KERNOW MILL**
Trerulefoot, Cornwall
Cornish Hand Knitting Exhibition, Coffee Shop
OPEN 7 DAYS A WEEK FROM 10AM.
0752 851898

SPECIAL DRIVERS' FACILITIES

- Lots of free parking
- TV lounge
- Lots of coffee and tea

Coach Drivers' Benefits

- Generous Commission paid on Sales / Visit
- Christmas Accumulator Scheme - more visits, more cash
- FREE yearly gift
- Generous drivers' discount
- Complimentary lunch voucher (*at these centres)
- FREE sweater to new club members

We look forward to seeing you in 1991

PAIGNTON

EBOR TOWERS HOTEL, PAIGNTON

The delightful Hotel overlooks Goodrington sands and offers

- ★ 30 rooms (mostly en suite)
- ★ TV lounge and coffee & tea making facilities in all rooms
- ★ Indoor heated swimming pool with sauna and sunbed
- ★ Entertainment twice weekly
- ★ Christmas breaks for coaches available

Contact us on

(0803) 551422

NOW TAKING 1991 BOOKINGS)
(14721/HO)

ISLE OF WIGHT

Isle of Wight ROZELLE HOTEL Atherley Road, Shanklin.

This friendly family run hotel has 21 bedrooms all with colour televisions and tea/coffee making facilities. Choice of home cooked meals including full English breakfast. Conveniently situated for sandy beaches and shops.

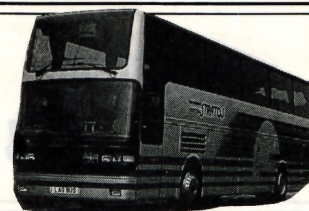
Please contact:

Tim or Coral McElligott on
(0983) 862745

(14457/MO)



COACHES WELCOME



BLACKPOOL

DELMAR HOTEL

242 Queens Promenade, Bispham, Blackpool FY2 9HA
Tel. (0253) 51327 Reception (0253) 51920 Residents

Located in a select position overlooking the cliffs and Irish Sea. Easy access to trams, buses and Blackpool's many attractions.

Colour TV, tea making facilities all rooms, en suite available. Ample parking for coach. Lift, sun lounge, cosy bar with free and easy nights, bingo, dancing and singing to Ken on the organ.

WEEKEND AND MID-WEEK MINI BREAKS

NOW TAKING 1991 BOOKINGS

OPEN ALL YEAR

(14283/HO)

LUCENA

9 and 11 Barton Avenue, Blackpool FY1 6AP.

Tel: (0253) 44587

★ 30 bedrooms ★ Licensed ★ Full central heating

CHRISTMAS SHOPPING WEEKEND

7-9th DECEMBER 1990

Friday - Hot Pot Supper : Saturday - Breakfast, Lunch, Evening Dinner

Sunday - Breakfast & Lunch

Cabaret Friday and Saturday evening. £33 per person including VAT

Phone now for coach party details

(14729/HO)

ARGOSY HOTEL

30 BALMORAL ROAD
BLACKPOOL FY4 1HR
Telephone (0253) 41896

Situated next to the Pleasure Beach, this friendly family run licensed establishment offers weekly cabaret and telephones, TVs, satellite TV and tea making facilities in all rooms.

NOW TAKING 1991 BOOKINGS

Minimum group size to allow free place for driver/courier 40

Can cater for parties of up to 64.

(14693/HO)

LINCOLNSHIRE

CHATSWORTH



0754 4177

**NORTH
PARADE
SKEGNESS
LINCS.
PE25 2UB**

The Raynor family offers a very warm welcome to coach parties. All rooms have radios, intercoms, colour TV's central heating, continental quilts, tea/coffee making facilities. Coach operators call us to discuss special rates. 22 rooms, 15 ensuite

**Available 15th Oct four days and
22nd-29th October**

**One fingers with pleasure and leaves
with regret.**

(7091/HO/91)

CORNWALL

THE GLENEDENE HOTEL

Edgecombe Avenue,
Newquay, Cornwall
TR7 2NH

1991 BOOKINGS
NOW ACCEPTED

● 30 bedrooms, some en suite. ● Excellent location, 6 mins from town, 50 yds from beach, on level ground. ● Licensed Bar. ● Dance floor. ● Entertainment. ● Pool table.

TV with Satellite Channel in all rooms, and tea/coffee making facilities.

PRICES £75-£122

**Full English breakfast, and
four-course dinner.**

● **COACH DRIVER STAYS FREE**

0637 873295

(14704/AC)

WALES

THE BELGRAVE HOTEL TENBY

Warm, friendly, comfortable, good food, choice menu, nightly entertainment. Bedrooms with private bathroom, tea, coffee making facilities, Sky TV ...



**APRIL, MAY and OCTOBER
4/5 nights half board from £69.50**

(Special Price Bank Holidays)

Tel. Tenby (0834) 2377 ask for Malcolm Thomas

Early June and September ... 7 nights ... £135-£140

(13591/HO)

OPERATORS

Consult these pages - when
you're looking for group
accommodation, meal stops or
venues. You can be sure of the
establishing advertising in

'COACHES WELCOME'



BING-LEA

Licensed Hotel

24 Banks Street · Blackpool

Tel. (0253) 28039

(14732/HO)



*The Bing-Lea Hotel is
situated just a few doors
away from the promenade
and less than 5 minutes
from North Shore Station.*

*The Hotel is less than five
minutes walk from the
North Pier and close to the
Winter Gardens and the
main shopping centre.*

- ★ Sun lounge with colour television
- ★ All bedrooms have tea and coffee making facilities
- ★ Hair dryer and shaver points with no meter charges.
- ★ Late keys provided plus access to the hotel at all times during the day.
- ★ Public telephone
- ★ Children at reduced rates when sharing with adults.
- ★ Coach parties and conference delegates welcome.
- ★ Choice of menu. We pride ourselves on our 'good home cooking'.
- ★ Colour TV all bedrooms (metered).
- ★ Pool Table ★ Sunbed
- ★ En suite rooms available ★ Full central heating
- ★ Open for Christmas

(14732/HO)

Coachmart CLASSIFIED MARKETPLACE

TELEPHONE 0733 898111 FAX 0733 62656

RATES

PRIVATE SALES - Contact Sally Wright. Display: £9 per single column centimetre - 3 or more insertions £8.10 per single column centimetre. **Lineage:** £1 per word (minimum 25 words) 3 or more consecutive insertions 90p per word. **Subscribers' Privilege Lineage Rate:** 50p per word (minimum 25 words) 3 or more consecutive insertions 45p per word.

TRADE SALES - Contact Sally Wright. **PRODUCTS & SERVICES** - Contact Andy Tomblin. Display: £9 per single column centimetre. Series discounts (for space taken within 12 months of first ad appearing) 7 insertions: 5%, 13 insertions: 10%, 26 insertions: 15%, 39 insertions: 17½%, 52 insertions: 20%.

APPOINTMENTS - Contact Christine Bunting. Display: £12 per single column centimetre. 20% repeat discount. **COACHES WELCOME, MEALSTOPS, FEATURES** - Contact Ruth Kitchen. Display: £11 per single column centimetre. Series discounts available. Please phone for details.

Copy deadline: 1pm Tuesday for Thursday's issue. Cancellation deadline: 11am Tuesday.

BARGAIN BUSES

BARGAIN BUS

1984 PLAXTON PARAMOUNT
3200 QUEST 80

New engine, 53 reclining seats,
air suspension, curtains,
p/door, ferry lift. Tyres all
good. Immaculate. P. Hire.

Only £2,300 ono

Tel. 0278 722066
(14613/BB)

BARGAIN BUS

1975 FORD 600D

45 seater coach, 11 months
Class 5 MoT.

£2,950 for quick sale. No VAT.
Tel. Colin (0422) 355139 anytime

(14705/BB)

AEC

LATE 77 AEC 760 PLAXTON

55 seater, power door,
side locker, engine
6,000 miles approx since new.
11 months MoT, in daily use.

£8,000 + VAT ono

Tel. (0865) 340985
(14619/AEC)

1977 AEC 760 DOMINANT II EXPRESS,
semi auto, 53 seats, recent engine, re-
built by Avon, diesel. MoT May 1991,
very tidy, very reliable, loss of contract
forces reluctant sale. £8,250 + VAT.
Tel: 0272 720770. (14714/AEC)

ALLCO PASSENGER VEHICLES SPECIAL OFFER

One only AEC 760 Horizontals
Can be heard running

Ring us first
(0895) 674422 or
081 866 8900
Mobile: (0836)
529555/241379



(14406/AEC)

AEC

1977 AEC RELIANCE 760

Plaxton Supreme
semi-automatic, 53 seats and
power operated door, MoT
until May 1991.

£4,000 ono + VAT

Tel. (0353) 860705
(14688/AEC)

BEDFORD

1982 X REG BEDFORD YMT DOMINANT II

53 red moquette seats,
power door, Bristol
dome, new MoT, radio.

£10,000 plus VAT

Tel. 0734 713257
(14655/BE)

2 BEDFORD PJK DUPLES ONE 1975 29 SEATER

Power door, new floor, rebuilt
engine, tested to May 1991

£2,750 ono

ONE 1978 24 SEATER

2 owners, light-use (Airfield),
tested to Nov. 1991

£3,250 ono

or £5,000 the pair

Both ideal contract vehicles
or Owner/Driver

VILLAGE GROUP TOURS -
051 448 1464/0831 313740
(14094/BE)

1987 BEDFORD YNV CAETANO, 53 re-
cliners, Ferry lift, used only on tour
work. McCABES COACHES. Tel. (0555)
88285. (14622/BD)

1980 BEDFORD YMT Plaxton Supreme
IV, 53 seats, choice of four, all well
maintained and in very good
condition, some with new MoTs.....£8,750

1975 BEDFORD YRT Alexander bus, 53
seats, tidy and reliable, well
maintained.....£2,500

No reasonable offer refused for any of
the above

KING OF THE ROAD (WORTHING)

(0903) 34010

(14065/BE)

BEDFORD

1986 'D' BEDFORD YMPs PLAXTON

41 seats, Eberspacher,
MoT June 1991.
Choice of two.

£34,500 + VAT each

Tel. 081 759 2778
(14722/BE)

1984 BEDFORD YNT PARAMOUNT 3200

49 recliners, excellent condition,
new factory engine and gearbox
June 1989, radio/PA/cassette,
MoT March 1991.

£29,950 + VAT
Cherrytree Coaches
0326 290503
(14402/BE)

1983 A BEDFORD PJK WELFARE COACH
Plaxton Supreme, 28 seater,
accommodation for 3 wheelchairs, hinged
side door, incorporating lift. Good
condition, new Class 5 MoT. For further
information from George Wilson, Shetland
Island Council, Social Work Dept,
Tel. 0595 3535. (14623/BD)

1978 BEDFORD PJK PLAXTON, 29 sea-
ter, MoT Jan £91, very good condition.
£5,250 ono. Tel. (0903) 61554 (Worth-
ington). 14680/BE

1950. BEDFORD OB. 29 seats. MoT
May '91. Original condition. Sliding
roof etc. As seen on TV. £8,500 + VAT.
Tel. 0704 895150. 14672/BE

BEDFORD BELLA VEGA. F reg (1968).
Petrol. 6 cylinder engine. 8 stud
wheels. Duple coach work. In very
good working order. £750. No VAT.
Tel. 0691 662419 after 6pm. 14677/BG

1974 YRT, 500 engine, 53-seater OMO
coach, MoT May 1991, very clean and
tidy inside and out. No time-wasters
please. £2,400 + VAT. Tel. Bodmin
(0208) 872123. (14624/BD)

1978 BEDFORD YMT DOMINANT II

53 seater, 12 months MoT.

£4,750 ono + VAT

Tel. (0353) 860705
(14689/BE)

1950

BEDFORD OB

Splendid condition both bodily and
mechanically. 24 reclining seats,
PSV test until June 1991. Various
spares, tachograph fitted, full
history board and original logbook.
Attended many rallies. Ex-Kestral
of Worcester.

"A wee treasure"

NO DREAMERS OR PEOPLE WITH
NO MONEY PLEASE

£9,750

Tel: 041776 7416
(14651/BE)

1985

BEDFORD YNT PLAXTON 3200 MARK II

53 seats, brown interior, long test,
very low mileage,
immaculate condition.

£33,500 + VAT

TAYLORS RELIANCE COACHES,
BEDFORDSHIRE

0462 813262
(14099/BD)

BOVA

1983 BOVA EUROPA, 48 recliners & 5
fixed, radio PA cassette, courier seat,
curtains, Webasto, extra fuel tank,
MoT March 1991, £28,000 ono. Tel.
Newmachar (06517) 2211. (14665/BO)

1985 FUTURA, 49/53 seats, demount-
able toilet, drinks, bunk, Webasto,
double glazed, new engine under DAF
warranty, long MoT, superb condition.
53 seater part exchange welcome.
£49,500 ono. APT TRAVEL. Tel. 0268
783878, Essex. (14695/BO)

BRISTOL

1973/6 BRISTOL VRT DOUBLE DECKERS

All with long MoT's and in
daily use. Some with PAS.

Choice of 8
from £3,000

Tel. 0785 284667
(14228/BR)

BRISTOL

BRISTOL LHS, 1978, Plaxton, 31 reclining seats and courier, recently retrimmed, nearly new engine, 12 months MoT. **£7,500 ono.** Tel. 0865 340985.
(14620/BR)

DAF

**1986 DAF SB3000
PLAXTON
PARAMOUNT 3500**

Low driver, 310 bhp, ABS, 4-star Webasto heating, plus 49/53 seats, centre sunken toilet, TV, video, coffee machine, bunk and aircraft-type rack lockers, MoT 7/4/91, 1st class condition. Reason for sale – delivery of new coach.

**Sensible offers
Tel. 0788 832558**
(14413/DA)

1983**DAF MB200 DKTL**

600 Paramount 3200, 53 recliners, excellent condition, twin tanks, radio/PA/cassette, centre carpet, MoT April 1991.

**£33,750 + VAT
Cherrytree Coaches
0326 290503**
(14401/DA)

**1988 (E) DAF
MB230
ALGARVE**

53 reclining seats and courier seat, continental door, silver ext/red int, MoT April '91, p/x considered.

£69,000 now only £62,000

0255 503864
(14660/DAF)

PLAXTON DAF, 1983, Mark V, 57 seats, owned by us since new. **£24,000.** Tel. 0222 884648. (14687/DAF)

USED VEHICLES

1985 LAG PANORAMIC, 49/53 exec.

1987 BOVA FUTURA, 49/53 seat executive.

1983 DAF LAG GALAXY, high spec touring coach, 53 seats.

Unbeatable prices to sell without P/X, unrepeatably offer, phone now.

**Tel. Derek Edwards
(0252) 724718 or
(0831) 244890**
(14718/DAF)

DAF

**DAF SD LAG
Panoramic**

49 recliners, c/seat. Toilet, drinks machine, 2 TVs, video, d/bunk, Telma.

A1 condition.
Tested September 1991.

£65,000 ovno + VAT

**Tel. 0268 540071
Essex** (14626/DA)

DENNIS**DENNIS JAVELIN**

F reg, 57 seaters

One – Aug '88 Plaxton, MoT

Aug '91

Two – Mar '89 Duple, MoT

Mar '91

One – Apr '89 Duple, MoT

Apr '91

£53,000 each + VAT

CLARKES COACHES

(0788) 832288
(14495/DE)

DUBRAVA

**Due to New
Replacements the
following
vehicles are for
sale**

**1988 (DEC) F Reg
TAZ 3200**

Mercedes OM422 engine. Toilet, hot drinks machine, video, 49 rec seats, Webasto, in first class condition, 1 year MoT. Radio, stereo PA.

£54,000 + VAT

**1989 (MAY) F Reg
TAZ 3500**

New Mercedes OM422 engine. 6 months warranty left. MoT May '91, 49 rec seats, toilet, video, hot drinks machine, radio, stereo PA. Immaculate condition. Webasto.

£67,000 + VAT

**1988 (DEC) F Reg,
Famos Charisma**

Mercedes OM422 engine. 1 year's MoT, 48 rec seats + 2 tables, toilet, coffee machine, Webasto, full air conditioning. PA radio stereo. Immaculate condition.

£72,000 + VAT

Tel 0895 32266
(14466/DU)

FORD

**1983
FORD R SERIES
3200 PLAXTON
PARAMOUNT**

49/53, toilet, Telma, 12 months ticket, very good condition.

£18,000 + VAT

**Tel: 021 471 2000 or
021 472 6520**
(14669/FO)

1984

(Private Plate)

**FORD QUEST
PARAMOUNT 3200**

Low seated driver, 53 reclining seats. MoT to mid Dec '90. 250 Cummins, excellent condition.

BEST EXAMPLE ABOUT

**£22,000 ONO + VAT
for quick sale**

**Tel. 031 666 0857
(Edinburgh)**
(14480/FO)

**1978 FORD
53-seater Coach**

MoT January 1991, **MUST BE SEEN**, only

OFFERS

**Tel. (0291) 625251
or night (02912) 70018
(Chepsaw, Gwent)**
(14725/FO)

1983 FORD 1114, £10,000 + VAT. **1980 FORD 1114**, £7,000 + VAT. Both MoT, both vgc, will take 16-25 seater in good condition in part exchange. **Tel. (0977) 610773 West Yorks.** (14274/FO)

1982 FORD TRANSIT 16 seater, petrol, MoT July 91. **£2,500.** Tel. 0684 295188. (14608/FO)

1979**FORD DOMINANT**

35 seater, good condition, in daily use. Private plate available, MoT 22/12/90.

£9,750 + VAT

**Tel: 0482 899121 or after hours
(0482) 899683 (Humberside)**
(14698/FO)

IVECO

**1985
IVECO BERKHOFF**

25 reclining seats, Video/TV, tables, PA/radio, vgc. Tested 7/91

£25,000 + VAT

Tel: 081-965 5333
(14415/IVECO)

LAG

CHOICE OF 2 LAG/DAF. 49 seat execs panoramics. Extra's to numerous to mention. First Reg Dec '86 and Jan '87. **Tel. 0205 364087. Sensible offers invited.** 14670/LAG

1986

**LAG PANORAMIC
DAF 2800 TURBO**

49 + courier seats, 12 months MoT, TV, video, fridge, hot drinks machine, toilet, driver's bunk, Webasto, full reclining seat, very good all round condition. Owner driver.

£55,000 + VAT

P/X Considered

Tel: 0438 354746
(14727/LAG)

LEYLAND

1982. LEYLAND TIGER 24S. Plaxton Viewmaster. 51 seats and courier. Excellent condition throughout. 12 months MoT. Many extras. **£29,950 + VAT.** Tel. 0704 895150. 14676/LE

**SOUTHEND
TRANSPORT
LIMITED
BUS AND COACH
SALES**

1979 LEYLAND LEOPARD DOMINANT II BODY, 57 seats, MoT 9/91, painted white, ready to go to work **£10,650 + VAT.**

1985 C REG VAN HOOL ASTRO-MEGA DOUBLE DECK COACH, 84 seats, Mercedes engine.

1985 B REG DAF MB200 DUPL LASERS, 57 seats, choice of two, MoT June/July 1991

ALSO AVAILABLE

Set of 51 semi-recliner seats from 1984 Plaxton 3200 – offers please, or exchange for 57 fixed seats.

WANTED!!!

1983/84 LEYLAND TIGER 24S, PLAXTON 3200 BODY, 12 METRE. 57 seats, express doors, semi-auto.

Quality repaints to coaches and buses at competitive rates, also bodywork and mechanical repairs

TELEPHONE PETER LEVETT on

(0702) 355724
(14685/LE)

LEYLAND

WARNERS FAIRFAX

(WARNERS BUS & COACH HIRE)
Tewkesbury, Glos.

- 1981 LEYLAND TIGER Supreme IV GT 50 seats, recliners, tinted windows, curtains, ZF, 218 £24,000 + VAT
- 1983 reg LEYLAND LEOPARD Supreme, 53 seats, curtains, semi-auto £15,000 + VAT
- 1983 LEYLAND TIGER Goldliner, 50 seats, recliners, double-glazed, curtains, fitted TV box etc, 245, ZF £26,000 + VAT
- 1985 LEYLAND ROYAL TIGER Doyen, 47 seats, recliners, double-glazed, toilet, TV, driver's bunk etc, new 245 engine, ZFE30,000 + VAT

ALL VEHICLES IN TIDY CONDITION AND CAN BE VIEWED AT ANY TIME.

PART-EXCHANGE CONSIDERED ON SENSIBLE TERMS.
CONTACT RICHARD OR NICK WARNER

Tel. (0684) 292108 (14424/LE)

3 X 1985 LEYLAND
TIGER CARIBBEAN48 seats to Rapide specification.
All with current MoT.s

£35,500 + VAT ono

For further details and viewing
please contact Engineering Dept

(0492) 592111 (14656/LE)

NELSON COACHES
WICKFORD1977 LEYLAND LEOPARD
Plaxton Supreme, 53 seater,
MoT November '91.
£9,500 ono + VAT1972 LEYLAND LEOPARD
Plaxton Derwent, 51 seater,
service bus, power steering,
semi automatic, power door,
in preparation for 12 months
MoT. £3,000 ono + VAT

Tel. 0268 734084

(14453/LE)

1982
(Private Plate)LEYLAND TIGER 245
DOMINANT IIISuperhigh Executive. Ticket to
February '91.£18,500 + VAT
for quick saleTel. 031 666 0857
or 0836 588331
(Edinburgh)

(14478/LE)

1989 (F) LEYLAND SWIFT
EXECUTIVEMoT March '91, Cummins engine, 24/33 reclining seats and
courier seat. 20 seats around tables. Full spec including
kitchen with microwave. Double fridge, coffee machine,
video player, TV, radio, PA with fax and telephone facilities.
Full catering equipment available. Crockery, linen etc.
Today's price new with equipment £75,000

This 1989 model at only

~~£52,250~~ ONLY £49,500

Finance available to established operators

Tel. (0255) 503864 (14658 LE)

1989 (F) DUPL 340
LEYLAND TIGERCummins 290 ZF Auto gearbox, 55 seats
plus carrier seat, continental door, white
exterior. Choice of two. MoT March 1991,
April 1991.

Finance available for established operators.

~~£77,000~~ ONLY £74,000

0255 503864 (14657 LE)

1983 (Y) TIGER 245
PLAXTON 3500ZF gearbox, 48 recliners, rear
sunken toilet, curtains, double
glazed, Telma, recent repaint,
finished in white.

£29,000 + VAT

Contact Eric on 091
517 0177Durham Travel
Service Ltd

(14684/LE)

1979 PP LEYLAND
LEOPARD
DOMINANT 248 reclining seats, hot drinks,
TV, video, toilet, carpet,
curtains, tinted windows, MoT
May '91. Exc cond.

£15,500

Consider exchange 35 seater

Tel. (0234) 60327

(14093/LE)

1984 TIGER 245 ZF PARAMOUNT 3200
EXPRESS 11mtr, 53 seats, immaculate
condition, low mileage. £38,000. Barry
Cooper Coaches. Tel: Warrington
0925 67321. (14713/LE)LEOPARD 680. Semi 1979 55 seats.
MoT Dec 1991. Supreme IV. Curtains,
Telma, tinted windows. As seen by
Dave Driver. £10,950 ono. Tel. 0293
862595 (Surrey). 14678/LE

1984, B Reg

LEYLAND TIGER 245

Plaxton 3200, 3 star 6 bead ZF.
Very good condition with MoT
until July 1991. Owned and
very well cared for by us since
new. Full service history.

£42,500 ono + VAT

Stringers of Pontefract
0977 702197

0977 600055 (eves)

(14575/LE)

TIGER 245 Plaxton 3500 48R seats.
Sunken toilet, water boiler, double
glazed, Webasto, MoT Feb '91, avail-
able mid November. Sold with new 12
months ticket. Telephone 0767
312213/0860 465029. (14681/LE)1982 X REG
LEYLAND TIGER
218Semi-auto gearbox, Plaxton
Supreme VI express, 57 seats,
MoT Feb '91, radio, pa,
cassette, power door, blue
and maroon, mustard
moquette, Bristol dome.

£20,000 + VAT ono

Tel. 0734 713257

(14653/LE)

MAN VW

SR280 FIRST REG 1985, MoT May '91,
owner driven, in superb condition, 2
TVs, new video, Voith ret, Webasto,
double glazed, toilet, new rear tyres.
Value £45,000, will accept £37,000. or
exchange for a one year old Mercedes
24 seats coach type with cash adjust-
ment. Tel. 081 346 5134. (14699/MANVW)

MERCEDES

1989 PSB DUBRAVA 3200, 3200 Mer-
cedes running gear, 53 seater, used on
tours. McCABES COACHES. Tel: 0555
88285. (14621/ME)

MERCEDES

**1989 (F) FAMOS
CHARISMA**

Mercedes engine and parts,
53 reclining seats and courier
seat, air conditioning, radio,
PA, MoT June '91.

~~£75,000~~ **£72,000**

*Finance available to
established operators*

Tel. (0255) 503864

(14659 ME)

1989

MERCEDES 811D

Robin Hood Sherwood coachbuild,
25 semi recliners, full soft trim,
power plug door, large boot,
radio/PA/cassette, excellent
condition, MoT April 1991.

£32,000 + VAT

Cherrytree Coaches

0326 290503

(14403/MER)

NEOPLAN

**AUGUST 1983
NEOPLAN
CITYLINER**

49 reclining seats/courier seat,
TV, video, hot drinks, WC,
excellent condition, mainly
used on tour work. Any
trial/inspection welcome.

**£37,500 + VAT
for quick sale**

**Tel. Selwyns Travel
(0928) 564515**

(13586/NE)

NEOPLAN SKYLINER, full spec, 1982,
V10 with 6 speed ZF gearbox, new
tyres and windscreens, £45,000 + VAT.
Tel. (072681) 599, evenings/weekend
(072681) 5165.

(14219/NE)

SCANIA

**1988 (Feb)
SCANIA 112**

MoT Feb 1991, 51 rec
seats, toilet, coffee
machine, video,
Webasto, Telma, stereo,
radio PA, full air
conditioning,
immaculate condition.

£62,000 + VAT

Tel 0895 32266

(14465/SC)

SETRA

1985

38 seat Setra, TV,
Video. Immaculate.
Tested 9/91

£55,000 + VAT

Tel: 081-965 5333

(14416/SETRA)

SERVICE BUS

FORD, 45 seater Willowbrook, 1 year
MoT, tax Feb '91, recent new Ford
turbo engine fitted, clean and tidy.
**£1,650 + VAT. Tel. 0245
320134.**

(14494/SB)

VAN HOOL

**1982 VANHOOL
ACRON**

1st class condition, full
executive.

£45,000

Tel. 0580 87339

(14614/VH)

VOLVO

**1980 VOLVO B58 PLAXTON
SUPREME**

49 seats, air door, to be sold with new MoT, **£17,500 + VAT**

1983 VOLVO B10M PLAXTON 3500

49 recliners plus courier, toilet, driver's bunk, Telma,
Webasto, private plate, excellent condition, **£49,500 + VAT**

081 644 2891

(14226/VO)

1986 VOLVO B10M

GLT Duple 340, 53 recliners,
toilet, TV/video, tea/coffee
machine, Telma, double
glazing, tested until March '91.
£59,950

1987 VOLVO B10M

Plaxton Paramount 3500, 49
seater, full executive,
including toilet, TV/video,
tea/coffee machine, double
glazing, tested to March 1991.
£71,950

The above vehicles are well
maintained

NO REASONABLE OFFER REFUSED

**WRAY'S
OF HARROGATE
Tel. 0423 522466**

(14667/VO)

VOLVO

VOLVO B10M

Duple Goldliner, Private Plates,
Tinted windows, double glazed. Separate
Recliner seats, soft trim. Toilet/wash room.
Tea/coffee machine (with cover, trays,
holders etc). Carousel Optics bar (with
brass rails). Drivers sleeping area. Cool
box storage area. Video/television. Stereo
– Radio Cassette.
PA System, Burglar Alarm, Telephone,
Courier Seat.

Price £32,500 + VAT

Also available to fit:

7 tables (almost new),
7 table lamps (candle),
7 ashtrays (large, cut glass),
7 sets silver coasters.

Price: Negotiable

When the tables are fitted, the coach seats 41 plus the
hostess seat. Seating plan available.

**Timsons Coaches:
(0268) 411794
Fax: (0268) 540136**

(14436/VO)

ALLANS OF GOREBRIDGE

1985 VOLVO B10M PLAXTON, 53 r/seats in
red, exterior two tone blue, radio, PA,
Webasto heating.....**£48,500 + VAT**
1983 VOLVO B10M VAN HOOL, 48/53 r/seats
with toilet and video, drinks machine, ex-
terior two tone blue, interior brown **£45,750
+ VAT**

1982 VOLVO B10M PLAXTON, 51 r/seats,
exterior two tone blue, interior red, radio &
PA.....**£26,500 + VAT**

All above coaches in very good condition

Tel. (0875) 20533

(14562/VO)

1980 VOLVO B58 Alpha, 53 reclining
seats, side lockers, Telma, radio PA
cassette, twin tanks, curtains, MoT Feb
1991, **£18,500 ono. Tel. Newmachar
(06517) 2211.**

(14664/VO)

1981 VOLVO B58 DOMINANT IV, 53
reclining seats, double glazed, tinted
windows, twin tanks, radio/pa, Telma,
MoT Sept 1991, **£17,500 + VAT. PRIC-
ED TO SELL. Tel. 0656
745300.**

(14702/VO)

MAXFIELD COACHES

1980 Volvo Plaxton, 53 recliners,
tinted windows, full draw curtains,
soft trim to roof, carpet to
gangway. Radio/cassette/PA.
Excellent all round condition.
£21,500

1981 Leopard. New engine, all new
panels, Telma, interior has new
seats, new floor, tinted windows,
full draw curtains, Webasto heater,
Blue Spot radio/cassette/PA.
Excellent condition.
£21,500

Both coaches have private plates

Tel. 0742 872622

(14574/VO)

**DAVE PARRY
TRAVEL LTD OFFER**

1987 VOLVO B10M JONKHEERE
P50, 51 seats, toilet, drinks
machine, fridge, double glazed, full
touring spec, excellent condition.
£59,950 + VAT. NO OFFERS.

1988 VOLVO B10M JONKHEERE
P50, 49 seats, toilet, fridge, hot
drinks, double glazed, Telma and
air conditioning, spec includes
illuminated no smoking signs.
£75,000 + VAT. NO OFFERS.

Tel: PARRYS 0922 414576

(14691/VO)

VOLVO

For sale due to new fleet replacement for 1991 season.

VOLVO B10M, Telma, super executive Conf-er 'A' reg, 1983, Duple Caribbean, 6 speed splitter ZF 600, 7 high-backed seats in 2 rows, microwave cooker, large fridge, 2 sinks, hi Klix drinks machine, 2 TV/video screens, carpeted throughout, double-glazed, air extract, airport lights, driver's bunk, Webasto heating, only £35,000 + VAT.

VOLVO B10M, Telma, 1988 'E' reg Plaxton 3500 low driver, GT 4 star specification, 57 reclining seats (49 now fitted), TV/video/stereo, demountable sunken centre toilet, Webasto heating, telephone system, Klix drinks machine, fridge, aircraft lockers, all rubber floor and carpet, special large through luggage lockers and side flaps, airport lights, double-glazed, full draw curtains and sunblinds, driver's bunk, only £75,000 + VAT.

VOLVO B10MT, Telma, Plaxton 4000 RS, 4-star specification, 67 reclining seats plus 2 courier seats on crew deck and driver's bunk, double-glazed, fridge, Klix drinks machine, 5 TV/video screens, telephone system, built for silent running, 3 sliding roofs, airport lights, very large luggage lockers.
1986 - £69,500 + VAT with reconditioned engine
1988 - £87,500 + VAT

All the above coaches have long MoT's and have been maintained regardless of cost in immaculate condition throughout. Full service history available.

FLIGHTS Coach Travel Ltd

Tel: 021-554 5232 Contact: Geoff Flight

(14470/VO)

1978 SUPREME (PARAMOUNT FRONT)

53r, power door,
Bristol dome, new test.

£13,950 ono + VAT

1980 SUPREME

53r, power door, new test.
£17,950 ono + VAT

Tel.

(0782) 522101

(14450/VO)

1979 PLAXTON SUPREME IV

12 metre, 55 seats, tinted
windows, curtains and Bristol
dome. New MoT.

1978 PLAXTON SUPREME

11 metre, 53 seats, MoT,
Prices negotiable.

Tel. 041 771 4287

(14612/Volvo)

MUST SELL

1980 VOLVO B58 SUPREME MK IV

51 recliners + courier, MoT April
'91, last vehicle of fleet to be sold
- owner retiring - hence
ridiculous price

£16,500 + VAT ono
or sensible offers

Will consider Minibus in P/X

Tel: (0243) 586027

anytime (West Sussex)

(14277/VO)

1984 VOLVO B10M GLT VAN HOOL

49 reclining seats + courier, video,
centre toilet, drinks dispenser,
bunk, telephone. MoT March 1991.

£45,000 + VAT

Tel. Barrie
0787 210260

Essex (14269/VO)

! END OF SEASON SALE !

1983 VOLVO B10M DUPLÉ DOMINANT, 53 recliners,
private registration, tinted windows, Telma, coffee
machine, TV and video, newly tested, excellent condition.
Choice of two.....£32,000 each ono

DAF MB200 MOSLEY ALPHA GT, 53 recliners, private
registration, rebuilt engine, TV and video, coffee machine,
excellent condition.....£28,000 ono

**ABOVE VEHICLES MUST BE SOLD DUE TO
DELIVERY OF NEW VEHICLES.**

ALL ENQUIRIES TELEPHONE: 051 448 1464

(14683/VO)

VOLVO B58 PLAXTON
Private plates, MoT 9/91,
taxed, 57 seater, Volvo
re-built engine 2 years old,
reconditioned gearbox.
£6,500 ono

VOLVO B58 11 metre
49 seater, Plaxton,
re-upholstered,
re-panelled,
£6,500 with MoT

Tel. (0236) 48165

(14097/VO)

1987 VOLVO B10M PLAXTON 3500

49/53 recliners, TV/video,
toilet and drinks, white and
red exterior with grey and
red trim, choice of 2,
1 owner, immaculate
vehicles.

£75,000 each

P/X welcome

0785 284667

(14227/VO)



THE FOLLOWING COACHES

1988 Volvo B10M GL Jonckheere P599.
53 reclining seats. E registration
1987 Volvo B10M GL Jonckheere P599.
53 reclining seats - continental door.
D registration.

Both the above coaches are in
excellent condition, have double
glazing, curtains, armrest etc. MoT
till March/April 1991.

For an exceptional deal, please give
Steve Telling a call on
(09323) 44141/
49821

(14281/VOLVO)

VOLVO B58, 54 reclining seats, tinted
windows, full draw curtains, radio,
stereo, PA, all white, MoT March 1991.
£13,000 ono. Tel. 0203 381686.

(14499/VO)

1979 (T) VOLVO B58 ALPHA, 53 seats,
MoT February 1991. £13,500. Tel: 0543
423744.

(14710/VO)

1988 VOLVO B10M PLAXTON 3500

Executive, toilet, drinks
machine, bunk. £72,000 ono

1984 B10M PLAXTON 3500

Video, Telma, toilet, Webasto,
double glazing, £48,500 ono

Daisy Bus Service
(Ermine International),
Brigg 0652 52481
- ask for Nigel

(14627/VO)

VOLVO

B10M JONCKHEERE

Telma plus 12-speed box, private
plates, 49 seats plus courier (just
recovered). Toilet, TV, video,
radio/cassette and PA, coffee
machine, driver's bunk, wheel
trims and telephone.
Really must be seen.

£39,850 + VAT

Part exchange considered or really
good discount on straight deal.

Tel: 0786 814319 or
0831 417025

(14717/VO)

1989 (F)

VOLVO B10M

Jonckheere Deauville,
46 seats, high spec touring
coach including Suttrak air
conditioning, double
glazed, toilet, refrigerator,
coffee machine, Tempo
100 and curtains, excellent
condition.

Offer invited

Finance terms can be provided
subject to status.

Contact: Steve Gowler

071 831 8000

(14712/VO)

VAN HOOL EXECUTIVES

1989, 49/53, demountable toilet, video, boiler, bunk, Webasto,
Tempo 100.....£89,500

1984, 49, super high toilet, video, boiler, bunk, fridge, Tempo
100.....£51,500

57 SEATERS

With courier seats, power door etc

1989 VOLVO DUPLÉ 320SL, reclining seats£69,500

1988 VOLVO PLAXTON, low driver pannier lockers£67,500

PX considered

All vehicles are in excellent condition

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(14697/VO)

VOLVO

**1979 T REG VOLVO
B58 PLAXTON
SUPREME IV**

53 seater, taxed, tested June '91, repainted, seats recovered. **Excellent condition throughout.**

£19,000 ono

Well worth a trip to see it!

Tel. 0638 715101

(13590/VO)

**1985 VOLVO
B10M GL**

Van Hool Alizee H, 53 reclining seats, courier seat, aircraft type luggage lockers and double glazing. **Excellent condition.** Any inspection welcome.

£47,500 + VAT

Tel. 0928 564515

(14425/VO)

MINIBUSES

1986 FREIGHT ROVER. 16 seat PSV with Henderson tail lift. High back seats. Tested July '91. Very good condition. Not for sale locally. **£4,800. Tel. 031-661 7060 (Edinburgh).** 14686/MB

FREIGHT ROVER, choice of 2, 16 h/b seats, full soft trim, low mileage. **March '88, £8,000 + VAT, April '89 £9,000 + VAT.** Unwritten, white. **Tel. 0293 565141 Gatwick.** (14263/MB)

WINGS[®]
MINI BUSES

29 Seater Mercedes 8 11 Coachbuilt body, radio/PA, video monitor, MoT till March '91.

Tel: 0895 53333



(14719/MB)



TRIMMING

TRIMMING

ENGINEERING LTD

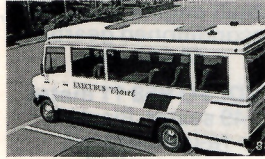
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MINIBUSES

EXECUBUS TRAVEL

MERCEDES 609 (E) 1988



19 full size seats with armrests (4 around a large table), coffee machine, radio/cassette/PA, blinds, tinted windows, very spacious boot, large luggage racks, many extras, converted by Whittakers. One owner driver from new, tested to June 1991. Only 27,000 miles - used only for one VIP non-smoking client. Absolutely immaculate.

£20,750 + VAT

CAETANO VIANA GL 1986 (C)

25 seats, full executive trim to include individual reading lights, forced air, power door, curtains, tinted windows, TV, video, radio cassette PA, courier seat, large boot, excellent condition, test to March 1991.

£17,500 + VAT

Tel. (0494) 31873



(14447/MB)

**WEST DURHAM
COACH SALES**

1987 RENAULT MASTER SOLD 15 seater, excellent luggage space..... **POA**
1986 MERCEDES BENZ 310, 12 seater..... **POA**
1987 FREIGHT ROVER, MoT March '91, 16 seats..... **POA**
1985 MERCEDES BENZ 608D, Reeve Burgess conversion, 21 seats..... **POA**

All vehicles are in good tidy condition and all have MoT's.

For further details contact:

IAN TREVIS

(0388) 811848

(14726/MB)

IVECO. 21 seats. 6 standees. Luxury bus. MoT Nov 1991. Moquette seats. D reg 1987. **£10,950 ono. Tel. (0293) 862595. Surrey.** 14679/MB

CARRIAGEWAYS
NEW VEHICLES, ALL MAKES
SUPPLIED

1988 LT50 TURBO DIESEL SPRINTER. Luxury 23 seater coachbuilt, power door, all extras. Test March 1991 **£22,500**

1987 (E) TALBOT PULLMAN TRIAXEL. 22 seater bus, power door, good condition, tested February 1991..... **£13,500**

1986 FORD TRANSIT DI, diesel, overdrive, 16 seater bus, power door, destination gear, tested June 1991..... **£7,500**

1986 FORD TRANSIT DI, diesel, Mellor Special Edition, 16 highback moquette seats, tested June 1991..... **£8,950**

1981 (A) FORD TRANSIT DI, diesel, overdrive, Sweet Sixteen, tested December 1990..... **£5,950**

1983 (A) MAN RIVIERA, 28 recliners, forced air ventilation, power door, test till June '91..... **£14,950**

1942 FORD WILLIS JEEP, many extras, complete with original trailer, MoT..... **£5,950**

Tel. 0234 740057

(Bedford) or

(0831) 372763

FRANK CHANDLER 24 HRS

COMPETITIVE FINANCE

ARRANGED

(14711/MB)

**1981 MERCEDES
DEVON
CONVERSION**

19 seater minibus. All white, unwritten, MoT July 1991, very clean.

£6,500

Part exchange for 53 seater welcome

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(14229/MB)

**NEW
MODEL**

**IVECO FORD 49.10
DAILY BUS**

AVAILABLE NOW

IVECO 49.10 Turbo Diesel (new model) Carlyle coachbuilt body with 25 seats & standees, power door, to Bus and Coach spec. **EX STOCK.**

IVECO



TRUCK

ALSO AVAILABLE NOW
Ford Transit Diesel 16/20 seats & standees, to Bus or Coach spec., power door. **EX STOCK.**



SMT is a wholly owned subsidiary of LEX SERVICE PLC

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Don Mason**

Tel. 031-337 9300

Fax. 031-313 2532

2 Westfield Avenue, Edinburgh



(12133/MB)

MINIBUSES

NORTH WEST COACH SALES LTD

Deal direct with the manufacturers.
The quality PSV and welfare converters.
BUY NOW AT PRE-INCREASE PRICES

Finance arranged on all models.

MERCEDES BENZ 609D, 19-26 seat coach, from.....	£26,370
MERCEDES BENZ 609D, 24 seats plus standees, bus specification, from	£27,490
MERCEDES BENZ 814D, 21-30 seat, full coach specification, from.....	POA
MERCEDES BENZ 709D/811D, 30 seat plus standees, bus specification, from	£30,750
MERCEDES BENZ 408D, 15/16 seat minibus, from	£17,950
MERCEDES BENZ 408D, 12 seat minibus with luggage space, from	£16,845
MERCEDES BENZ 308D, 12 seat minibus, from	£16,150
EX STOCK MERCEDES 709, 21 full size seats, with very large boot, perfect vehicle for airport or hotel transfers.....	£30,750 nett

CONVERSION also on RENAULT/FORD/TALBOT EXPRESS VEHICLES.

PHONE NOW ON 051 933 1016
AFTER HOURS 0925 68002

(13796 MB)

G & M COACHWORK
DEVON

1987 E Reg
IVECO 35/8 16 seat luxury
mini bus. Diesel.

New conversion. 16 forward
facing high back seats,
moquette trim, full soft interior
trim, armourflex flooring.
Drivers locker. Stainless steel
handrail, tinted glass, saloon
heater, new CIF and MoT.

£11,200 + VAT

Tel. 0803 812260 Day
0803 212291 Evenings.

(14610/MB)

1984 IVECO

12-seater Vogel reclining
seats, TV, high top, air con.
unit, tested 4/91.

£5,000 + VAT

Choice of two.

1982 LTVW

8-seater, MoT 3/91

£1,900 + VAT

1979 LTVW

8-seater, MoT 3/91

£1,500 + VAT

TEL: 081-965 5333

(14414/MB)

THE Howlett's mazda BUS



Up to 14 passengers can be
seated comfortably in the
amazing

Howlett's mazda BUS

Clarence Street
Loughborough

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DOUBLE DECKERS

1974

BRISTOL VRT

Good clean contract
motor, 74 seats, new
ticket.

£2,500 + VAT

Tel: 08012 4705
(Northants)

(14275/DD)

STEVENSONS
OF UTTOXETER

MCW METROBUS, 1981, 77
seats, Rolls engine, tested,
choice of four**£15,000**

LEYLAND OLYMPIAN, 1982,
74 seats, Gardner engine,
tested, choice of three **£23,000**

MERCEDES 811 Auto, 1990,
33 seats, choice of two, LHE
body and CARLYLE body
.....**£34,000**

DAIMLER FLEETLINE, 1976, 73
seats, Gardner, long MoT,
good condition**£4,000**

All prices plus VAT

TEL: Mark Bowd
0889 562131

(13588/DD)

VINTAGE VEHICLES

1959 14 seat Commer Karrier, fully re-
built in original colour. History, tested
11/90. £12,000. Tel. 081-965 5333.

(14280/VV)

1950 BEDFORD OB, 29 seats, MoT
May '91, original condition, sliding
roof etc, as seen on TV, **£8,500 + VAT.**
Tel. (0704) 895150.

(14671/VV)

DOUBLE DECKERS

FILERS TRAVEL

1988 VOLVO D10M, Alexandra body, 82 coach seats,
interior as new, ZF auto gearbox, with retarder,
£75,000 + VAT

1979 DENNIS DOMINATOR, 80 seat double decker,
new MoT, **£5,500.**

Tel. (0271) 863819

(14694/DD)



THE FOLLOWING MINI COACHES

1986 C Reg Mercedes 608D Mellor. 15
reclining seats, forced air ventilation,
large boot, radio, PA, cassette,
curtains, MoT till 7th June 1991.

1987 D Reg Mercedes 609D Reeve
Burgess, 19 seats, curtains, radio, PA,
cassette, MoT till 13th May 1991.

For an exceptional deal
please call Steve Telling on
(09323) 44141/48921

(14417/MB)

1987 FREIGHTROVER
DORMOBILE 16 + 5
SERVICE BUS

Moquette seats, rebuilt
engine, new kingpins and
steering box. MoT

November '91.

£5,950 + VAT

Part Exchange/Finance Possible

Tel. 0272 649970 or

0761 415456

(14481/MB)

NEW TALBOT EXPRESS, 14
seater, diesel, H/B .. **£12,500 + VAT**
86 C FORD TRANSIT, Diesel, 12
seater, Coachcraft conversion, H/B
seats, tested April '91, good
condition **£5,750 + VAT**
F REG TALBOT EXPRESS, 14
seater, diesel **£10,000 + VAT**
82 X FORD 16 seater, PSV minibus,
tested January '91.... **£3,000 + VAT**
84 A FORD, 12 seater PSV minibus,
tested July '91 **£2,250 + VAT**

Part exchange considered

KENN GARAGE

Tel. (0272) 872027

or (0860) 531257

(14598/MB)

MINIBUSES

Carlyle

BUS CENTRE

USED

Sherpa 16 seat minibuses, Carlyle bodies, diesel, power doors, current PSV, registered 1986 from £5,950 + VAT.
 Sherpa 18/20 seat minibuses, Carlyle bodies, diesel, power doors, current PSV, registered 1986/87/88/89 from £8,250 + VAT.
 Sherpa 20 seat, Carlyle body, dual-purpose seats, parcel racks, registered 1989, £17,250 + VAT.
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 Ford Transits 16 Seaters, 1985/86, Bus & Coach Specification Long P.S.V. Choice of 5. Prices ranging from £4,950 + VAT.
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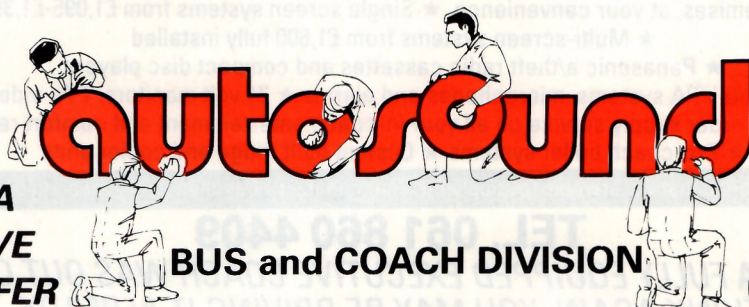
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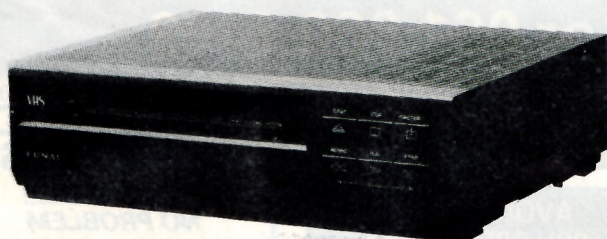
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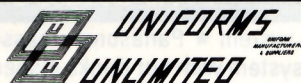
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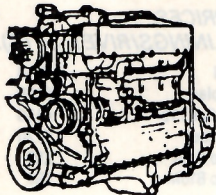
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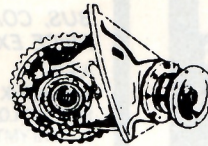
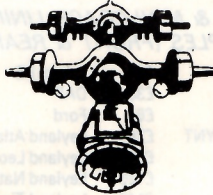
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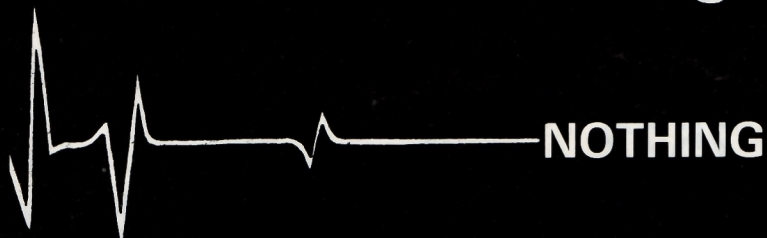
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The final dedicated Bus and Coach sale for 1990 to be held at Belle Vue will consist of more than 100 vehicles, with the following forming only part of the expected final entry.

1989 VOLVO DUPLÉ 320SL, 57 reclining seats, tested October 91.

1987 BEDFORD YVN DUPLÉ 320SL, 57 reclining seats, wired for video, speed limiter from new, exhaust brake, P.A. system, radio/cassette, tested January 91.

1985 MCW METROLINER, 72 seat, toilet, drinks dispenser, radio, P.A.

1984 FORD R1115 9M WADHAM STRINGER VANGUARD, 33 high back moquette seats, 14 standing, six speed, power door, tested June 91.

1983 DAF JONCKHEERE SKYLINER, double deck, tri-axle, 68 seat, WC, wired for TV & video.

1982 LEYLAND LEOPARD WILLOWBROOK, 49 seat, tested December 90.

1982 VOLVO B10M DUPLÉ GOLDLINER, 50 reclining seats, stereo, P.A., continental door, tested March 91.

1982 BEDFORD YNT PLAXTON SUPREME V, 53 seat, power door, tested April 91.

1982 VOLVO B10M JONCKHEERE, 49 seat, full executive spec, TV & video, toilet, servery, tested June 91.

1981 BEDFORD YMT DUPLÉ DOMINANT II, 53 seat, power door, Bristol dome, 10 months test.

1981 LEYLAND LEOPARD WILLOWBROOK, 49 seat, tested April 91.

5 x 1980 LEYLAND LEOPARD WILLOWBROOK, 49 seat, two in test, dual purpose.

2 x 1980 BEDFORD YMT PLAXTON, 53 reclining seats, radio, P.A., curtains, 12 months test.

1980 BEDFORD YMT AS ABOVE, tested May 91.

1979 BEDFORD DUPLÉ DOMINANT II, 53 seat, tested September 91.

1979 BEDFORD YLQ PLAXTON, 45 seat, tested October 91.

1978 BRISTOL PLAXTON SUPREME, 51/53 seat, re-trimmed, MoT June 91.

1978 FORD PLAXTON, 53 seat, radio/cassette, P.A., tested February 91.

1978 FORD MOSLEY, 53 seat, power door, tested September 91.

1978 FORD DUPLÉ DOMINANT I, 53 seat, twin tanks, auto chassis lube, side lockers, Telma, power door, tested June 91.

1977 BEDFORD YLQ PLAXTON SUPREME III, 45 seat, power door, tested May 91.

1977 BEDFORD YMT PLAXTON, 53 seat, tested May 91.

1975 BRISTOL LHS, express doors, radio, P.A., cassette, tested January 91.

1975 FORD DUPLÉ DOMINANT, 53 seat, power door, tested December 90.

1974 LEYLAND LEOPARD, radio/cassette, P.A., tested July 91.

1974 FORD DUPLÉ, converted to carry 50% wheelchairs c/w chair lift.

1974 BRISTOL RE ECW, 51 dual purpose seats, tested February 91.

1973 BRISTOL RE PLAXTON, 49 seat, radio, tested June 91.

1972 BRISTOL PLAXTON, 44 seat, tested November 90.

1969 LEYLAND LEOPARD, radio/cassette, P.A., tested September 91.

1968 BEDFORD, 41 seat, tested March 91.

1957 BRISTOL SC41K ECW, 33 seat, tested February 91.

1953 AEC REGAL 4 PLAXTON VENTURA, 41 seat coach, believed only known example of Ventura body on Regal chassis - in very good running order.

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2 x 1978 BRISTOL VRTSL3 WILLOWBROOK, 74 seat, MoT expired.

7 x 1976 BRISTOL VRTSL3 ECW, 74 seat, 4 in test.

2 x 1976 LEYLAND NATIONAL, 49 seat, one in test.

4 x 1975 LEYLAND AN68 ECW BODY, 72 seat, 3 in test.

1975 BEDFORD YRT ALEXANDER BUS BODY, 53 seat, tested March 91.

1974 LEYLAND NATIONAL, 49 seat, tested October 91.

1973 LEYLAND NATIONAL.

1972 LEYLAND ATLANTEAN.

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1989 'G' MERCEDES 408D, COACHCRAFT CONVERSION, 15 seat, full coach spec.

1989 FREIGHT ROVER PMT, 16 coach seats, 3 standing, stage spec, 2nd year of manufacturers unlimited mileage warranty, tested February 91.

1987 FREIGHT ROVER, 20 seat, 4 standing, stage spec, tax January 91, tested February 91.

1987 FREIGHT ROVER DORMOBILE, 16 seat, 5 standing, stage spec, tested February 91.

9 x 1986 FORD TRANSIT DIESEL, 15 seat, Carlisle bodies.

2 x 1985 FORD TRANSIT DIESEL, 15 seat, Carlisle bodies.

6 x 1986 SHERPA MINIBUSES, stage spec.

The majority of the vehicles will be entered for sale directly by the operators who will be using the vehicles until immediately prior to the sale. It is therefore advised that anybody travelling for a specific vehicle should telephone to confirm arrival of it at our site before setting out.

Further entries invited. **For details contact Derek Bolt or Paul Clay on 061-230 6000. Fax: 061-220 8079.**

N.B: All potential buyers are requested to register at the Heavy Commercial and Plant reception and obtain a buyers number PRIOR to bidding please. NON-ADT Account card holders will be required to lodge a £500 CASH or BANKERS DRAFT (in favour of ADT Auctions Ltd) deposit in order to obtain a buyers number.

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(14692/BS)

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(14289/SV)

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B BARGAIN BUS

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x £55 = £
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x £8 = £
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2. What is the best classification for your advertisement? _____

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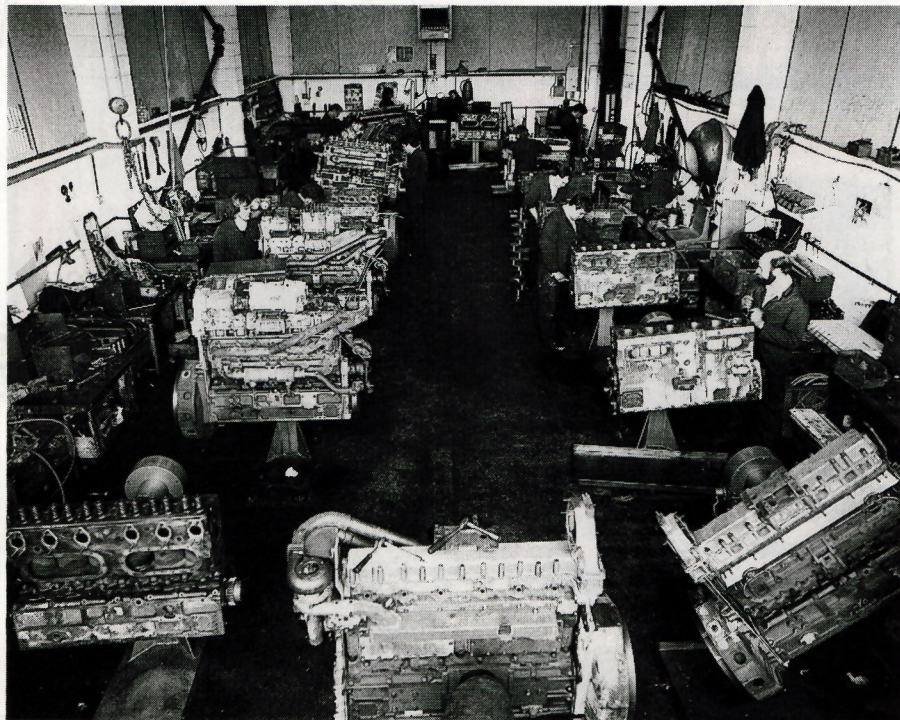
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